

ANNUAL REPORT

OF THE

DEPARTMENT OF PUBLIC WORKS

OF THE

PROVINCE OF ALBERTA

1908

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Edmonton, February 27, 1909

To His Honour,

GEORGE HEDLEY VICARS BULYEA,

Lieutenant Governor of the Province of Alberta.

Sir,—I have the honor to transmit herewith the Annual Report of the Department of Public Works from January 1st to December 31st, 1908,

I have the honor to be, sir,

Your obedient servant,

W. H. CUSHING,

Minister of Public Works

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February 22nd, 1909.

HON. W. H. CUSHING, M.P.P.,
Minister of Public Works.

Sir: I have the honor herewith to submit the report of the Department of Public Works for the year 1908.

The increase and extension of the work in this Department as referred to in the last annual report still continues, there being a marked increase in the work of each branch of the Department, as will be shown from the detailed information in the following pages.

The large influx of population to outlying districts has been in a large measure responsible for the increase in the work. With the funds at our disposal to meet the most urgent requirements main roads have been extended, bridges built, and ferries installed where possible.

Reference was made in my last report to the necessity of increasing the weight and strength of structures to provide for the increased size and weight of threshing and traction engines in the country, and during the year all the structures were built with this end in view. The policy of constructing permanent bridges has also been carried out as far as possible with the funds at our disposal for this purpose.

Of the 429 structures dealt with during the year, 284 were new structures, principally of the standard type, pile-trestle. It will be noted that 26 steel bridges have been added to our list which brings the number of steel bridges in the Province up to something over 90.

Some of the bridges deserving special mention are Bridge over the Bow River on Blackfoot Indian Reserve, southwest of Gleichen, consisting of three 175-foot steel highway spans, 18-foot roadway on concrete substructure; bridge over the Bow River east of Calgary, consisting of three 135-foot steel highway spans on concrete substructure, 16-foot roadway; bridge over the Red Deer River west of Penhold, three 125-foot steel highway spans on concrete substructure, 16-foot roadway; and bridge over the South Saskatchewan River at Medicine Hat, consisting of five 180-foot steel highway spans, 20-foot roadway and 6-foot sidewalk on concrete substructure. Our bridge construction in all cases is handled by our regular bridge crews under the supervision of our own engineers. In addition to the bridges built and completed during the year 1908 there is under construction at the end of the year a bridge over the O'd Man River at Macleod, consisting of three 175-foot highway spans, 18-foot roadway on concrete substructure; another over the Red Deer River at Red Deer, consisting of two 200-foot spans, 18-foot roadway with 6-foot sidewalk on concrete substructure; and another over the Belly River at Taber consisting of four 175-foot spans, 18-foot roadway on concrete substructure, all three of which we expect to complete early in 1909.

It will be noted by reports on road construction and improvements, contained in this report, that a large amount of road work was undertaken and completed during the year. This work was principally on main roads, the improvement of side roads being generally left in the hands of Local Improvement Districts, where the

country is organized. In some cases the local organizations are doing very good work, though, generally speaking, there appears to be a lack of concentration or continuity upon a clearly defined plan of action. As a consequence work contemplated and frequently started by a council one year is abandoned and work done at some other point the next year, this being brought about in a large measure by a change in councils each year and a lack of any permanent central authority to insist upon a continued line of action in any direction. It has been found necessary to open up and extend main roads long distances from railway centres. In fact, such roads are a very heavy drain upon the revenue, and the contemplated railway extension will, it is hoped, relieve this condition to some extent. The time seems to have arrived when the more thickly settled portions of the country should be formed into Rural Municipalities with limited borrowing powers, which would permit of their handling certain improvements now paid from the revenue or not undertaken.

Fire guards have been ploughed or re-ploughed as usual in certain parts of the sparsely settled country, but owing to settlement pushing out into prairie areas carrying little or no population heretofore, a considerably advance will have to be made this year in the way of providing fire guards north and east of the Red Deer River. Fire guards, however, are being abandoned where the country is becoming settled and roads improved, as an improved and well travelled road provides a very effectual fire guard. The total mileage of fire guards provided in 1908 was 838 miles, some 300 miles in excess of 1907.

Twenty-five ferries were operated during the season, eight of these being new ferries installed. The ferry operated at Medicine Hat previous to the completion of the bridge was moved up stream to a point near Bow Island, and operated during the season. The somewhat unusual freshets in June interrupted ferry service considerably, which it was necessary to restore as quickly as possible.

The demand for water supply, principally in the southeast part of the Province is very acute, and many settlers are experiencing great difficulty in this connection. We have, however, with the machinery on hand been making an effort to put down test wells for the purpose of ascertaining localities where water can be procured within a reasonable depth, and on the whole the tests have been satisfactory, though failures were made in a good many cases. In certain parts of the Province where there is considerable snowfall the settlers might help themselves considerably by damming coulees or small waterways, and excavating reservoirs to be filled by the melting snow or June rains. In the Province of Saskatchewan then the North West Territories, this was practised to a considerable extent, where it was found impossible to procure a supply by digging or drilling wells, and many very good supplies of water for stock and other purposes were provided in this way, and are giving good service at the present time.

During the year the Normal School Building at Calgary, Court House at Cardston, and Telephone Exchange Building at Strathcona were completed; and the construction of Parliament Buildings, Edmonton; Court House at Wetaskiwin, Hospital for the Insane at Ponoka, Land Titles Building at Calgary, and Telephone Warehouse and Office Buildings at Calgary were carried on, some now nearing completion, as will be shown in detailed reports from the

architectural branch. A number of plans were prepared in connection with other contemplated buildings.

The report of the Director of Surveys shows that 454 surveys and examinations were made, 272 plans prepared and recorded, 283 certificates of title received and recorded. It might be pointed out in connection with the Surveys Branch that on account of the Province of Alberta taking in the foothill country from the international boundary north, and certain timbered and wet country north of the Saskatchewan River, that the surveying of road deviations (owing to the physical features of the country) is bound to always be a large item of expenditure. Drainage is another matter of great importance in many parts of the country, and while the care of such works in the more densely populated portion of the Province will eventually pass into the hands of Rural Municipalities, there is and will be for years a large amount of this class of work that will have to be taken care of by the Government. Large areas of valuable land, where homes may be had for thousands, cannot possibly be reached by the regular road allowances owing to the physical difficulties referred to, and it seems reasonable to assume that these works will have to be handled from some central authority for many years to come.

The administration of the Steam Boilers Act has been carried on by the three inspectors in the field as was done last year, and statistics show a very marked increase in the work of this branch. It is gratifying to note that there appears to be a tendency on the part of candidates to take out final certificates in preference to provisional certificates and permits. Some difficulty has been experienced owing to the holders of old territorial certificates operating under these certificates (which certificates were obtained under a less rigid examination than at present) it being held by certain organizations that these certificates should be cancelled, and the holders given an opportunity to write for whatever class of certificate they desire under the new regulations, and there is certainly some ground for dissatisfaction on both sides though the same difficulty has had to be faced in connection with the medical and some other professions, and it is hoped it may be possible to arrive at some amicable adjustment of the difficulty.

In the Coal Mines Branch statistics submitted show a steady development in the mining industry of the Province, the total output being slightly under the 2,000,000 ton mark. In connection with this branch it was found necessary to increase the supervision of mines by adding another Inspector. The detailed report shows a very considerable improvement in mining machinery and appliances, and the more rigid supervision under the new act, it is gratifying to note, is having the effect of reducing the number of accidents, the introduction of safety lamps and other necessary precautions having to be enforced most rigidly in certain quarters, though in fairness to the management it should be stated that particularly in the large gaseous and most dangerous mines we find them generally very willing to adopt all reasonable precautions for the safety of life. The increased railway mileage now in sight in the Province coupled with the steady increase of population will necessitate in the future a steady increase of tonnage produced, and this with the passing away of the recent financial depression gives a reasonable ground for the prediction that the coal output during 1909 will be very much greater than it was during 1908.

The work of the Local Improvement Branch shows a steady increase, which has been brought about particularly by the assessment and collection of educational taxes, and despite the increase in the number of small Local Improvement Districts organized, the work in connection with the administration of those areas is very slightly reduced. The forfeiture of lands for non-payment of taxes, though a very unpleasant duty to have to perform, has had the effect of bringing in considerable arrears. The total amount collected for taxes and fees in large Local Improvement Districts during the year 1908 was \$93,406.57, as compared with \$61,777.49 in the year 1907. The administration of this branch of the service has demonstrated very clearly the need of Rural Municipalities in the more thickly settled portions of the Province for various reasons in connection with the assessment and disbursements, which have already been explained. The detailed report of the Tax Commissioner deals quite fully with the administration of this branch.

The Accountant's Report submitted gives a fair idea of the amount of work passing through that branch during the year.

The Correspondence Branch, which deals with the registration of in and out correspondence shows a very considerable increase over previous years, on account of several of the branches recently added assuming very considerable proportions, particularly the administration of the Telephone System, a detailed report of which is attached, and explains the mileage of lines in operation, tolls, stations, exchanges, etc., etc.

The indications are that we will have to undertake quite as much construction work during 1909 as was undertaken during 1908, there being a pressing necessity for extension, particularly in the southern part of the Province, where less rural construction was undertaken last season than in the north, owing to the fact that very little rural line construction had been contemplated in the south previous to the Government taking over the Bell system, and it was not possible after that date to increase very materially over the amount of work already taken on for the season. This year's operations, however, should be conducted largely in the southern portion of the Province upon rural lines and some trunk or long distance line extensions, though we have considerable of the same class of work to do in the north.

Your obedient servant,

JOHN STOCKS,
Deputy Minister



Bridge over Belly River at Lethbridge. Four 175-ft. steel span with 40-ft. roadway, 15-ft. end spans, on concrete substructure.

BRIDGES

The gradual reduction in price of steel and high class of material now available from all leading bridge companies, has caused the timber truss formerly used so extensively in the west, to be replaced by the steel truss on all important structures. In addition to this step toward permanent superstructures, the use of concrete for substructures (where the work is within reasonable distance of railway points) is replacing the timber piers and abutments hitherto used in this connection. Where the distance between bridge location and railway does not justify the handling of cement, steel bridges are being erected on timber substructures with a view to replacing same with concrete when time comes for renewal.

All steel bridges erected in this province are of standard design, the through truss being mainly used for spans of over 100 feet and the pony truss for spans between 40 feet and 100 feet. For streams less than 50 feet in width, timber trestle bridges, not exceeding 20 feet to the span, are constructed on pile or framed bents.

The steady increase in weight of traction engines by manufacturers, has called for the adoption of revised standards in connection with all traffic bridges, and for the past three years the standard steel bridge erected provides for a safe load of 20 tons (with steel joists), or 15 tons (with wooden joists), width of roadway being 16 feet; there are, however, still quite a number of the light pattern steel bridges with 14-foot roadway, throughout the Province (erected in the days of the Territorial Government) and their safe load does not exceed 10 tons. These structures are being gradually replaced by more modern bridges, but by transfer to outlying districts, and re-erection, these are still available for traffic purposes.

The use of concrete for bridge spans and culverts has not been taken up as yet to any extent, but will undoubtedly receive due consideration when conditions warrant its adoption.

Engineering Branch.

During the year 1908 the construction of 284 bridges was completed, 258 of these being timber, and the remaining 26 steel structures. Work was also commenced on three large steel bridges, viz., at Taber, Macleod and Red Deer, respectively. In addition to the above work, the re-construction and repair of 145 existing bridges was carried out, the Medicine Hat bridge finished, and river protection work undertaken in connection with the bridges on the Red Deer River, the work being all performed by regular Government bridge crews and foremen, under our own engineers. A description of the more important structures is as follows, viz.:

The Finlay Bridge Over South Saskatchewan at Medicine Hat.

Work on this structure, which is the largest steel bridge in the Province, was commenced at the latter end of 1906 and the completed bridge opened for traffic in May 1908.

A good deal of trouble was encountered in excavating for foundations after high water started in the spring of 1907, retarding the work to some extent, but eventually a foundation of a hard shale nature was reached at a depth of about 10 feet below bed of river, and substructure was erected on same, the piers being carried to a height of 37 feet above riverbed.

The steel superstructure consists of five 180-foot spans through trusses of the "camel back" type, with roadway 20 feet wide and is designed to carry street cars, in addition to regular highway traffic. For foot passengers a 6-foot bracket sidewalk is provided on the upstream side of bridge.

Bridge Over Jumping Pound Creek, Section 13-25-5-5

An 80-foot steel span on timber substructure, with two 20-foot approaches, 16-foot roadway, to give settlements south access to railway points.

Bridges Over Irrigation Canal in Cardston District.

A 50-foot steel span, between sections 2|3-5-23-4; a 50-foot steel span in section 6-5-22-4, and a 50-foot steel span between sections 33|3-4|5-23-4, all on pile abutments with 16-foot roadway, to give settlement access to market points cut off by canal.

Bridge Over Belly River at Taber, Section 7-10-16-4.

Four 175-foot steel spans on concrete substructure, 18-foot roadway. There is no bridge over this river between Lethbridge and Medicine Hat, and settlement having outgrown the ferry operated at Taber, a permanent crossing became necessary to connect country lying north of river with railway points. This bridge, which spans one of the largest rivers in Southern Alberta, will not be completed till 1909.

Bridge Over Red Deer River at Red Deer.

Two 200-foot steel truss spans and one 35-foot plate girder span on concrete substructure, 18-foot roadway and 6-foot sidewalk. To replace present steel bridge which is too light and narrow for present traffic. Work on new bridge was commenced late in season and will not be completed before May, 1909.

Bridge Over Dog Pound Creek, Sections 3|34-32|31-3-5

One 60-foot steel span on timber substructure, with two 20-foot approaches and 16-foot roadway. Opening up township line road allowance for traffic to railway points.

Bridge Over Little Bow River, Section 30-12-19-4.

One 80-foot steel span, on timber substructure, with two 20-foot approaches, 16-foot roadway. Connecting settlement north and east with Lethbridge.



THE FINLAY BRIDGE

Modeline Hat Traffic Bridge over Saskatchewan River looking east along a stream side. Five 120-foot cantilever trusses with 20-foot roadway and 6-foot sidewalk. Built on concrete substructure consisting of four piers and two abutments.



Summerview Bridge, over Old Man River, north of Pincher. Two 160-ft steel spans, 16-ft. roadway on concrete substructure.

Bridge Over Blindman River (Garries Crossing)**Sections 10|15-40-1-5.**

One 60-foot steel span, on timber substructure, with three 20-foot approaches, 16-foot roadway. Gives settlement west direct access to railway and market.

Bridge Over Blindman River (Forshee Crossing)**Sections 35|2-41|42-2-5**

One 60-foot steel span, on timber substructure, with three 20-foot approaches, 16-foot roadway. Outlet for settlement west of river.

Bridge Over Medicine River, Section 20-40-3-5.

One 60-foot steel span, on timber substructure, with two 20-foot approaches, 16-foot roadway. This crossing is on the main trunk road from Saskatchewan River to Lacombe and serves a well settled section of country.

Bridge Over Old Man River at Macleod.

Three 175-foot steel spans on concrete substructure, 18-foot roadway. This structure will not be completed before June, 1909, work only having commenced towards end of year. It will give direct connection with Macleod to an extensive settlement, north of river, and open up direct road north and south.

Bridge Over Battle River at Ferrybank, Sections 35|36-43-27-4.

One 60-foot steel span on timber substructure, with two 20-foot approaches, and 16-foot roadway. Replacing old timber structure which had served its purpose and been condemned as unsafe for traffic.

The Cushing Bridge Over Bow River, East Calgary.

Work was commenced on substructure in August, 1907, and bridge opened for traffic in February of the following year. The steel superstructure consists of three 135-foot through rivetted truss spans, with roadway 16 feet in width. The concrete substructure includes two piers and two abutments all built on pile foundations.

This bridge was rendered necessary by the rapid settlement of country along C. P. R. Irrigation Canal east from Calgary, and connects an important farming district with market by the most direct route.

Bridge Over Dog Pound Creek, Sections 10|15-32-3-5

One 60-foot steel span on timber substructure, with three 20-foot approaches, and 16-foot roadway. Outlet for settlement west.

Bridge Over Little Red Deer River, Sections 33|4-31|32-4-5

One 90-foot steel span, on timber substructure, with two 20-foot approaches and 16-foot roadway. Opening up township line road allowance for traffic to railway points.

Bridge Over Bow River on Blackfoot Reserve.

Work was commenced in October, 1907, and bridge opened for traffic in October of the following year. The superstructure consists of three 175-foot span through trusses of the "camel back" type, designed for a safe load of 20 tons. The substructure is of concrete, including two piers in centre with an abutment at each end.

This bridge is located south of Gleichen and gives an outlet for the growing settlement south of the Bow River (tributary to Gleichen), replacing the ferry service, which has hitherto been the only means of communication between settlers and railway points.

Bridge Over Red Deer River (Niddrie Crossing), Section 36-33-5-5

Two 125-foot steel spans on timber substructure, with four 20-foot approaches and 16-foot roadway. A very heavy settlement has been going in west of this river for the past two or three years and the great danger incurred in fording made the erection of a bridge an urgent question. The selection of a bridge site, however, was a problem, as the river spreads over a wide area in several channels, having cut out no well defined main channel, a condition prohibiting the use of a ferry to advantage. The plan adopted in dealing with this location has been to bridge the best defined channels, building wing dams and protection work higher upstream, with the object of guiding the main flow of water down selected channels, and deflecting it from auxiliary channels; so far this protection work has accomplished its object well.

Bridge Over Sturgeon River, Section 11|14-55-24-4.

One 60-foot steel span on timber substructure, with two 20-foot approaches, and 16-foot roadway. This bridge will be very useful to settlers in Sturgeon District.

Bridge Over Beaver Hills Creek (at mouth), Section 5-57-20-4

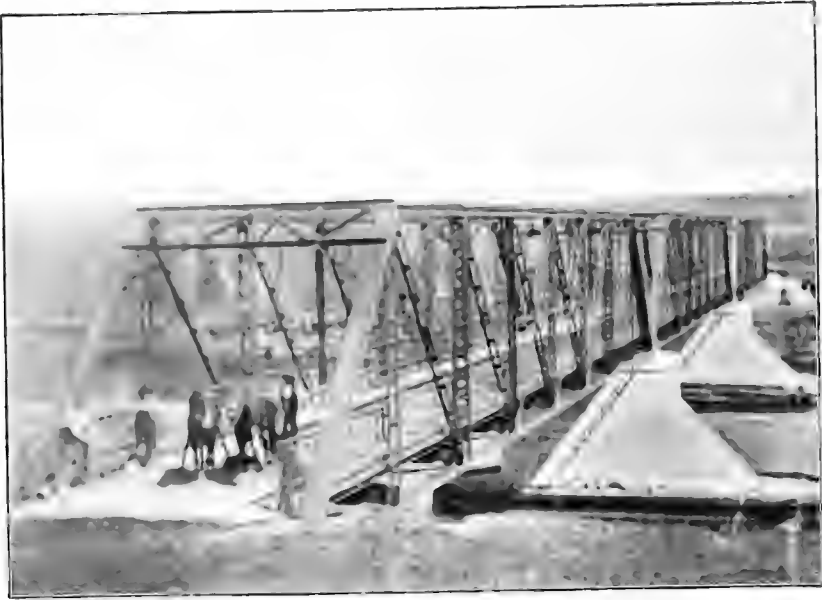
One 60-foot steel span, on timber substructure, with two 20-foot approaches and 16-foot roadway.

Bridge Over Beaver Hills Creek, Sections 10|11-56-20-4

One 60-foot steel span, on timber substructure, with two 20-foot approaches and 16-foot roadway. Connecting north country with Bruderheim.



Bridge over Bow River in Blackfoot Indian Reserve, south of Glenora, (looking south)
3-175 ft. Steel Spans 18 ft., roadway on concrete piers. Safe load, 30 ton traction engine with separator.



Three 125-foot Steel Spans, 16-foot roadway, on concrete substructure, over Red Deer River, west of Penhold.



125-foot Steel Span over Belly River at Coldwell, 12-3-28 w 4th m., showing log caught between floor and lower chord as lodged by high water during floods in June, 1908.

Bridge Over Red Deer River, West of Penhold.

Work on this bridge was commenced in November, 1907, and completed May, 1908.

There are three 125-foot through steel spans, designed for a safe load of 20 tons and supported on concrete substructure composed of two abutments and two piers, having a total height of 28 feet above base, which is built on a foundation of a hard clay shale nature.

This structure gives a much needed outlet for large settlement west of the river, connecting up with railway and market.

Bridge Over Beaver Hills Creek, Sections 23|26-55-19-4

One 50-foot steel span, on timber substructure, with two 20-foot approaches and 16-foot roadway. Connecting settlement with Lamont.

Bridge Over Battle River at Hardisty, Section 31-42-9-4.

One 125-foot span on timber substructure, with 20-foot approach, and 16-foot roadway. Replacing ferry formerly used at this crossing and giving permanent communication between town and settlement east of river.

Bridge Over St. Mary's River at Kimball.

The original structure at this point consisted of two 125-foot steel spans on pile piers and abutment. June floods of 1908 carried out the east span, which floated a mile or more down stream on its own flooring before being wrecked on a sandbar. The remaining span was taken down and is available for erection at Stand Off, over Belly River, where same class of light structure is now in use and requires an additional span.

Re-construction work was commenced in July, 1908, and completed before winter. The new 125-foot steel spans were erected in place of original light trusses and the 100-foot steel pony span from Cardston bridge was added to give greater waterway. The superstructure is supported on timber substructure.

This bridge accommodates a well settled country and a creamery is in operation on west side of river here.

Bridge Over Battle River (north of Wainwright), Section 33-46-6-4

One 125-foot span on timber substructure and four 20-foot approaches, with 16-foot roadway. Replacing ferry which was used as a temporary accommodation for traffic pending definite location of Wainwright townsite. This is the only bridge between Hardisty and Lloydminster, at present, and serves a large area of country.

Bridge Over Lee's Creek, at Town of Cardston.

The original bridge at this location consisted of one 100-foot steel pony truss on timber substructure with timber approaches; it was badly damaged by the summer floods of 1908, rendering reconstruction imperative.

The new superstructure consists of two 100-foot span pony trusses (steel) having an 18-foot roadway with 5-foot bracket sidewalk for pedestrians, and designed for a safe load of 20 tons.

The steel is supported on a concrete substructure, consisting of two piers and an abutment, 20 feet in height from base to bridge seat, and built on pile foundations. The main street of Cardston, on which this bridge spans Lee's Creek, is also the main road for a heavy east and west through traffic.



Traffic Bridge over Lee's Creek at Cardston. Two 100-ft. Steel Pony Trusses on concrete substructure, 18-ft. roadway and 5-ft. sidewalk.
Designed for safe load of 20 tons.

BRIDGES

STREAM.	LOCATION.	REMARKS
Arrowwood Creek, West	1/2 mile west steel bridge.	One 20 ft span on pile bents
Arrowwood Creek, West	21 23-19-25-4	Two 16 ft spans on pile bents
Arrowwood Creek, East	24 25-19-24-4	One 16 ft span and one 14 ft. span on pile bents
Arrowwood Creek, West	9 16-19-25-4	One 16 ft. span and one 14 ft. span on pile bents
Arrowwood Creek, West	12 13-20-25-4	Two 20 ft. spans on pile bents
Arrowwood Creek, West	10 11-20-25-4	One 20 ft. span and one 16 ft span on pile bents
Arrowwood Creek, East	N. 31-19-23-4	Two 20 ft spans on pile bents
Arrowwood Creek, West	11 12-20-25-4	Three 20 ft spans on pile bents.
Amisk Creek	22 27-50-18-4	Repairs
Boundary Creek	12-1-27-4	One 20 ft. span on pile bents
Boundary Creek	13-1-27-4	Two 20 ft. spans on pile bents
Boundary Creek	11-1-26-4	Reconstructing two 20 ft. spans on pile bents
Belly River	12-3-28-4	Repairs
Belly River	11 2-9-22-4	Repairs.
Belly River	16-6-25-4	Repairs.
Bow River	At Calgary	Three 135 ft. steel spans on concrete substructure.
Bow River	Southwest Gleichen	Three 175 ft. steel spans on concrete substructures.
Bow River	Louise Bridge, Calgary	Repairs
Bow River	Near Morley	Painting two 125 ft steel spans and three 20 ft approaches.
Bow River	Near Cochrane	Painting two 150 ft. steel spans and one 100 ft steel span.
Buffalo Creek	10 15-35-1-5	Grading approaches
Deaver Dam Creek	21 29-38-14-4	Two 20 ft spans on pile bents
Big Coulee	5 32-37 38-24-4	Repairs
Peaver Dam Creek	36-38-13-4	Three 20 ft spans on pile bents
Big Knife Creek	28-38-17-4	Two 20 ft spans on pile bents
Bardell Creek	25 30-37-23-5	Completing three 20 ft. spans.
Blindman River	10 15-40-1-5	One 80 ft steel span.
Blindman River	2 3, 34-35-40 39-1-5	Repairs
Battle River	36-43-27-4	One 80 ft. steel span with 20 ft. span at each end
Blindman River	35 2-41 42-2-5	One 60 ft. steel span and three 20 ft. approaches
Blindman Creek	16 17-42-2-5	60 ft. pile trestle
Battle River	33-43-18-4	Repairs.

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Bigstone Creek	22 27-46-25-4 ..	Repairs
Bigstone Creek	2-47-24-4	Repairs.
Battle River	11 14-15-28-4	Three 20 ft spans on pile bents
Blackmud Creek	1-32-25-4	Repairs
Blackmud Creek	12 13-52-25-4	Repairs
Battle River	At Hardisty, 31-42-9-4	One 125 ft. steel span
Birch Lake	36 1-49 50-12-4	Grading approaches.
Beaver Creek	19 30-53-17-4	Grading approaches.
Buffalo Coulee	N. E. 22-48-9-4	One 16 ft. span on pile bents
Battle River	33-46-6-4	One 125 ft steel span
Beaver Creek	6-55-18-4	40 ft. truss
Beaver Hills Creek	10 11-56-20-4 ..	One 60 ft. steel span
Beaver Hills Creek	23 26-55-19-4 ..	One 50 ft. steel span
Beaver Hills Creek	S. 5-57-20-4 ..	One 60 ft. steel span
Beaver Hills	24-55-19-4	Repairs.
Beaver Creek	29 30-55-19-4 ..	One 16 ft span on pile bents
Creek	32 4-2 3-25-4 ..	One 20 ft span on pile bents
Coulee	N. 32-4-22-4 ..	One 20 ft. span on pile bents
Creek	25 26-3-25-4 ..	Reconstruction of one 20 ft. span on pile bents
Creek	31-5-2 3-27-4 ..	One 16 ft span on pile bents
Creek	17 18-22-7-4 ..	Reconstruction
Creek	30 31-5-22-4 ..	One 20 ft. span on pile bents
Canal	4 5-6-21-4	One 20 ft. span on pile bents
Creek	28 29-1-26-4 ..	One 16 ft span on frame bents
Connelly Creek	S. W. ¼ 3-8-2-5 ..	Reconstruction of two 20 ft. spans on pile bents
Coulee	S. W. 5-7-1-5 ..	One 20 ft span on pile bents
Crow's Nest River	7-8-4-5	One 20 ft. span on pile bents
Creek	35-4-29-4	One 20 ft. span on pile bents
Creek	28 29-4-23-4 ..	One 50 ft span on pile bents
Creek	11 12-5-29-4 ..	Three 20 ft. spans on pile bents
Coulee	28-4-28-4	Two 20 ft. spans on pile bents
Creek	8 17-6-1-5	Repairs
		Two 20 ft. spans on pile bents
		One 20 ft. span on pile bents

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Creek	13 14-6-30-4	Repairs
Creek	26 27-5-28-4	Repairs
Crow's Nest River	36-7-4-5	Repairs
Crow's Nest River	36-7-4-5	Repairs
Creek	14 15-6-30-4	Repairs
Chin Coulee	16 7-9-18-4	One 20 ft. span on pile bents
Creek	32 33-9-17-4	One 20 ft. span on pile bents
Creek	31 6-5 6-22-4	One 20 ft. span on pile bents
Creek	Lethbridge-Belly River road 1-9-22-4	Repairs
Coulee	8 17-6-25-4	One 20 ft. span on pile bents
Creek	25 26-7-26-4	One 20 ft. span on pile bents
Coulee	7-8-25-4	One 18 ft span on pile bents
Coulee	W. of N. W 30-7-24-4	One 20 ft. span on pile bents
Coulee	N 24-10-28-4	One 16 ft span on pile bents
Coulee	14-10-28-4	One 16 ft. span on pile bents
Creek	23-10-28-4	One 16 ft. span on pile bents
Creek	21-10-28-4	One 16 ft span on pile bents
Creek	6 1-8-25-4	One 16 ft span on pile bents
Creek	24-9-26-4	One 20 ft span on pile bents
Creek	15 16-10-24-4	One 20 ft span on pile bents
Creek	22 27-12-23-4	One 16 ft. span on pile bents
Creek	22 23-12-23-4	One 16 ft. span on pile bents
Creek	7-20-2-5	Three 20 ft. spans on pile bents
Creek	14-22-1-5	Repairs
Creek	18 19-16-28-4	One 20 ft span on pile bents
Creek	19 20-16-28-4	One 20 ft. span on pile bents
Creek	7-19-28-4	Three 20 ft. spans on pile bents
Crowfoot Creek	N E 34-22-20-4	One 40 ft. truss and two 20 ft. spans on pile bents
Creek	13 14-26-1-5	One 20 ft. span on pile bents
Creek	11-24-26-4	One 16 ft. span on pile bents
Creek	16 21-25-1-5	Repairs
Creek	4-10-3-4	One 20 ft. span on pile bents

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Creek	31 32-6-20-4	One 20 ft. span on pile bents
Coulee	S. E. 36-9-1-4	Two 20 ft spans on pile bents
Coulee	N. E. 13-10-1-4	Two 20 ft spans on pile bents
Coulee	N. E. 36-9-1-4	Two 20 ft spans on pile bents
Coulee	N. E. 25-10-1-4	Two 20 ft spans on pile bents
Coulee	36 1-10 11-1-4	One 20 ft. span on pile bents
Creek	35 2-11-2-4	Two 20 ft. spans on pile bents
Creek	16 17-9-2-4	One 20 ft. span on pile bents
Creek	4-10-3-4	Two 16 ft. spans on pile bents
Coulee	S. W. 7-8-3-4	Two 20 ft spans on pile bents
Coulee	36-31 32-23-4	One 16 ft. span on pile bents
Coulee	56-32-4-5	Repairs
Creek	2 23-29-29-4	One 20 ft. span on pile bents
Crooked Creek	15 22-30-3-5	One 20 ft span on pile bents
Coulee	9 16-30-24-4	One 20 ft. span on pile bents
Coulee	11 14-29-25-4	Two 18 ft spans on pile bents
Creek	7 12-31-12-5	1 ft. by 5 ft. culvert
Creek	34-33-5-5	One 20 ft span on pile bents
Creek	Diversion in 33-33-5-5	One 32 ft span on pile bents
Creek	Diversion in 33-33-5-5	One 16 ft span on pile bents
Creek	32 5-31 32-4-5	One 16 ft. span on pile bents
Creek	32 5-31 32-22-4	Repairs
Creek	31-29-24-4	One 20 ft span on pile bents
Coulee	33 4-32 33-27-4	Two 20 ft spans on pile bents
Creek	3 34-31 32-28-4	Two 20 ft spans on pile bents
Creek	12 13-29-28-4	Grading approaches
Coulee	13-29-24-4	One 20 ft. span on abutments.
Coulee	12-29-24-4	One 20 ft. span on frame bents
Creek	12 13-31-27-4	One 16 ft. span on pile bents
Creek	327-35-28-4	Three 15 ft spans on pile bents repaired
Creek	18-36-27-4	One 20 ft span on pile bents
Creek	3 17-37-2-5	Reconstructing bridge
Creek		One 20 ft span on pile bents



Bridge over Crow's Nest River, just east of Blairmore. 60-ft. steel spar, on piers.

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BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Coulee	6-37-28-4	Two 20 ft spans on pile bents
Creek	2 23-35-26-4	One 18 ft span on pile bents
Creek	6 27-37-27-4	One 20 ft span on pile bents
Creek	35-38-18-4	Culvert
Creek	20-40-2-5	One 20 ft span on pile bents
Creek	19 20-39-23-4	Grading approaches
Creek	36-40-25-4	Subway
Creek	15 22-39-26-4	One 18 ft span on pile bents
Creek	3-39-27-4	One 20 ft span on pile bents
Creek	33-39-27-4	One 20 ft span on pile bents
Creek	39-42-12-4	One 20 ft span on pile bents
Creek	29 30-42-25-4	One 20 ft span on pile bents
Creek	19 30-46-13-4	Two 20 ft spans on pile bents
Creek	5-47-25-4	Repairs
Creek	2 33-50-25-4	Three 20 ft spans on pile bents
Creek	18-50-27-4	One 20 ft span on pile bents
Clearwater Creek	11-50-24-4	One 20 ft span on pile bents
Clearwater Creek	16 17-50-23-4	One 20 ft span on pile bents
Clearwater Creek	9 16-50-23-4	One 20 ft span on pile bents
Conjuring Creek	W. 30-48-26-4	Two 20 ft spans on pile bents
Conjuring Creek	W. 31-48-26-4	Two 20 ft spans on pile bents
Creek	19 24-48-23 24-4	Two 20 ft spans on pile bents
Creek	10 11-50-24-4	Two 20 ft spans on pile bents
Creek	18-48-26-4	One 20 ft span on pile bents
Cast Creek	25 36-49-28-4	Repairs
Creek	8 9-52-23-4	One 16 ft span on pile bents
Creek	12-51-22-4	Three 16 ft spans on pile bents
Creek	N. W. 12-53-23-4	Repairs
Creek	N. 35-52-24-4	Repairs
Creek	10 15-51-25-4	Repairs
Creek	19-52-24-4	Repairs
Creek	7-52-24-4	Repairs
Creek	19-51-23-4	Grading approaches

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Creek	36-52-22-4	Repairs
Creek	22-27-52-23-4	Repairs
Creek	21-22-52-25-4	One 20 ft span on pile bents
Creek	13-18-50-12-13-4	One 20 ft span on pile bents
Creek	33-34-50-17-4	One 20 ft span on pile bents
Creek	N W. 31-48-16-4	One 20 ft span on pile bents
Creek	N 35-48-17-4	One 20 ft span on pile bents
Creek	E. 36-48-17-4	One 20 ft span on pile bents
Creek	3-26-48-17-4	One 20 ft span on pile bents
Creek	32-33-51-13-4	Grading approaches
Creek	1-36-53-54-18-4	Grading approaches
Creek	3-4-51-12-4	Small bridge
Creek	15-16-49-14-4	One 20 ft span on pile bents
Creek	13-14-52-13-4	One 16 ft span on pile bents
Creek	15-36-52-13-4	Two 20 ft spans on pile bents
Creek	23-24-48-14-4	One 18 ft span on frame bents
Creek	20-29-56-18-4	One 16 ft span on pile bents
Creek	32-33-56-16-4	One 20 ft span on pile bents
Creek	7-18-55-18-4	One 16 ft span on pile bents
Creek	S W. 7-56-18-4	One 16 ft span on pile bents
Creek	Pakan trail, 6-58-16-4	One 14 ft span on pile bents
Creek	11-12-57-20-4	One 14 ft span on pile bents
Creek	11-14-57-20-4	One 20 ft span on pile bents
Creek	33-56-57-20-4	One 14 ft span on pile bents
Creek	13-56-18-4	One 16 ft span on pile bents
Creek	27-28-59-9-4	One 14 ft span on pile bents
Creek	21-22-59-9-4	One 14 ft span on pile bents
Creek	26-27-57-15-4	Repairs
Creek	31-36-55-19-20-4	One 16 ft span on pile bents
Creek	R. L. 9-54-55-22-4	Repairs
Creek	31-57-16-4	One 16 ft span on pile bents
Creek	10-15-56-16-4	One 20 ft span and one 16 ft span on pile bents
Creek	11-2-56-17-4	One 18 ft span on pile bents

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Creek	22-23-58-15-4	One 20 ft span on pile bents
Creek	21-22-58-15-4	One 20 ft span on pile bents
Creek	10-11-58-15-4	One 16 ft span on pile bents
Creek	10-15-55-19-4	One 20 ft span on pile bents
Creek	27-28-54-22-4	One 20 ft span on pile bents
Creek	4-5-56-19-4	One 16 ft span on pile bents
Creek	34-54-22-4	Repairs
Creek	R. L. 10 and 12 Fort Saskatchewan.	One 20 ft span on pile bents
Creek	R. L. 10, at Fort Saskatchewan.	One 20 ft span on pile bents
Creek	10-15-55-24-4	One 20 ft span on pile bents
Creek	N 35-56-1-5	One 16 ft span on pile bents
Creek	N 34-56-1-5	Reconstruction
Creek	7-8-57-2-5	One 16 ft span on pile bents
Creek	7-12-56-26-27-4	Repairs
Creek	2-3-55-26-4	Repairs
Creek	8-17-55-26-4	One 16 ft span on pile bents
Creek	17-18-56-26-4	Trading approaches
Creek	31-32-56-26-4	One 40 ft span on pile bents
Dry Fork	34-35-4-29-4	One 20 ft span on pile bents
Ditch	S. W. 20-6-20-4	Three small bridges and grading approaches
Dry Coulee	10-15-6-22-4	Three 20 ft spans on pile bents
Deep Coulee	1-36-25-26-2-5	One 60 ft steel highway span
Dog Pound	34-3-31-32-3-5	One 60 ft steel span
Dog Pound Creek	10-15-32-3-5	Repairs
Dog Pound Creek	21-28-32-3-5	Repairs
Dog Pound Creek	14-31-3-5	Repairs
Dog Pound Creek	4-33-3-5	Repairs
Dried Meat Creek	8-9-45-19-4	Three 20 ft spans on pile bents
Deep Creek	28-29-52-4-4	One 19 ft span on pile bents
Dog Rump Creek	11-12-59-9-4	One 20 ft span on pile bents
Deep Creek	19-30-58-23-4	Small bridge
Elbow River	6-24-2-5	Repairs

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Elbow River	TP 23-2-5	Repairs
Eagle Creek	S E 29-33-4-5	One 24 ft. standard span on pile bents
Fish Creek	7-3-27-4	Two 20 ft. spans on pile bents
Fish Creek	13-2-28-4	One 20 ft. span on pile bents
Foot Hill Creek	21 22-5-28-4	Small bridge
Foot Hill Creek	21 28-5-28-4	Reconstruction
Fish Creek	4-23-1-5	Repairs
Fallen Timber Creek	3 4-30 31-5-5	One 80 ft. steel span and three 20 ft. spans on pile bents
Fifteen Mile Creek	33-34-30-28-4	One 18 ft. span on pile bents
Gold Creek	At Frank	Reconstruction
Gros Ventres Creek	15 16-11-3-4	Three 20 ft. spans on pile bents
Gros Ventres Creek	8 9-11-4-4	Repairs
Ghost Pine Creek	20 29-31-22-4	Two 20 ft. spans on pile bents
Goodman Creek	9 16-36-1-5	One 16 ft. span on pile bents
Goose Lake	N. 32-41-12-4	Two 20 ft. spans on pile bents
Gull Lake outlet	13 18-42-11 12-4	Two 20 ft. spans on pile bents
High River Dam.	28 27-40-1-5	One 20 ft. span on pile bents
High River, Middle Fork	High River	Repairs
High River	36-17-2-5	One 80 ft. span and one 20 ft. approach
High River	17-20-28-4	Repairs
High River	22-21-28-4	Repairs
Hart River	Between Prairie River Settlement and Big Prairie Settlement	Small bridge
Hart River	Edmonton-Peace River Road	Repairs
Irrigation Canal	5 3-4 5-23-4	One 50 ft. steel span on pile piers
Irrigation Canal	N. 36-5-21-4	One 20 ft. span on pile bents
Irrigation Canal	2 3-5-22-5	One 50 ft. steel span
Irrigation Canal	6-5-22-4	One 50 ft. steel span
Irrigation Canal	4 5-6-21-4	Small bridge
Iron Creek	20 21-44-12-4	Four 20 ft. spans on pile bents
Iron Creek	10-45-13-4	Three 20 ft. spans on pile bents
Iron Creek	16-45-13-4	Three 20 ft. spans on pile bents
Iron Creek	7-46-13-4	Three 20 ft. spans on pile bents



80-ft. Steel Span on concrete abutments, over Crow's Nest River at Lundbreck, 26-7-2-w 5th m.



125-ft Steel Span on pile substructure, over Willow Creek, 24-9-26 w 4th m, north of Macleod.



25-foot Steel Span on concrete abutments over South Fork of Old Man River, at head of canyon, and built on solid rock foundation.



Trestle Bridge over Rock Creek, west of Lundbreck, 20-7-2 w 5th m. Length, 140 feet; centre height, 45 feet.

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Iron Creek	14 15-43-10-4	Three 18 ft. spans on pile bents
Jumping Pond Creek	13-25-5-4	One 90 ft. steel span
Kootenay River, North Fork	7 12-4-28 29-4	Repairs
Kootenay River	16 17-5-28-4	Reconstruction of three 20 ft spans on pile bents
Kootenay River	29-6-25-4	Repairs
Kootenay River	29-6-25-4	Repairs
Knee Hill Creek	13-29-23-4	Three 20 ft. spans on pile bents
Knee Hill Creek	N. 35-29-25-4	Three 20 ft. spans and one 16 ft span on pile bents
Knee Hill Creek	14-29-23-4	Three 20 ft. spans on pile bents
Knee Hill Creek	15-29-23-4	Three 20 ft. spans on pile bents
Knee Hill Creek	10 15-32-26-4	Three 20 ft. spans on pile bents
Lee's Creek	36-2-26-4	Reflooring
Lee's Creek	9-3-25-4	Two 100 ft. steel spans
Lee's Creek	12-2-27-4	Reconstruction of 50 ft. truss and two 20 ft. approaches
Limestone Creek	31 36-56-17 18-4	Two 18 ft. spans on pile bents
Limestone Creek	7 18-57-16-4	One 20 ft. span on pile bents
Little Bow River	10-11-19-4	One 80 ft. steel span
Little Bow River	30-12-19-4	One 80 ft. steel span
Little Bow River	5-15-21-4	Repairs
Last Chance Coulee	30 25-8-24 25-4	Repairs
Little Bow River	31 6-16 17-26-4	Four 20 ft. spans on pile bents
Little Bow River	6-17-26-4	Four 20 ft. spans on pile bents
Languevin Bridge	Calgary	Repairs
Little Red Deer River	33 4-31 32-4-5	One 90 ft. steel span and 20 ft. span at each end
Little Red Deer River	33-32-4-5	Grading
Lynne's Creek	25 30-86-27 28-4	Two 16 ft. spans on pile bents
Lesser Slave Lake	Narrows	Pile bent bridge 1150 feet long
Mill Creek	7-6-1-5	Repairs
Meadow Creek	7-11-28-4	Small bridge.
Mosquito Creek	29 30-16-28-4	Trussing and repairing
Mosquito Creek	14 15-16-28-4	Repairs
Mosquito Creek	7 18-15-26-4	Repairs
Mosquito Creek	2 35-16 17-29-4	Repairs

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Mosquito Creek	31 6-16 17-29-4	Constructing one 30 ft. truss and one 16 ft. span on pile bents
Mosquito Creek	29 30-16-28-4	Repairs
Medicine River	7-38-2-5	Repairs
Medicine River Bridge	7 18-38-2-5	Repairs
Medicine River	0-40-3-5	One 60 ft. steel span and 20 ft. approaches
Medicine River	23 24-49-26-4	Two 20 ft spans on pile bents
McDonald Creek	35 26-49-28-4	Repairs
Mud Creek	35 34-51-25-4	Grading approaches
Mill Creek	4-51-22-4	Repairs
McFadden's Lake	7 18-16-28-4	Repairs
Nanton Creek	35 36-25-1-5	Four 18 ft. spans on pile bents
Nose Creek, East Branch	27 28-25-1-5	One 18 ft. span on pile bents
Nose Creek	33 34-25-1-5	One 18 ft. span on pile bents
Nose Creek	15 16-26-1-5	One 18 ft. span on pile bents
Nose Creek	13 14-27-1-5	Three 20 ft. spans on pile bents
Nose Creek	12-27-1-5	Four 20 ft. spans on pile bents
Nose Creek	12-27-1-5	Repairs
Nose Creek	24-24-1-5	Repairs
Nine Mile Coulee	31-31-27-4	Three 20 ft. spans on pile bents
Narrows of Stinking Lake	27-37-23-4	One 20 ft. span on pile bents
Narrows of Stinking Lake	26 35-38-21-4	One 30 ft. span on pile bents
Narrows of Ross Lake	3-38-19 20-4	One 20 ft span on pile bents
Old Man River	2-7-1-5	Repairs
Old Man River	27-7-2-5	Repairs
Old Man River	24-6-2-5	One 135 ft. steel span with approaches
Old Man River	15 16-7-29-4	Repairs
Old Man River	30-7-29-4	Repairs
Old Man River	2-7-1-5	Repairs
Old Man River	30-7-29-4	Repairs
Old Man River	West of Macleod	Repairs
Old Man River	12 13-53-23-4	Repairs
Old Man Creek	24-53-23-4	One 18 ft span on pile bents
Pothole Coulee	26-5-22-4	Repairs



THE LOUISE BRIDGE

Steel Traffic Bridge at Calgary, over Bow River, looking southeast, and showing old timber traffic bridge, since removed. Four 135-ft. through steel trusses with 18-ft. roadway and 6-ft. sidewalk; concrete substructure consisting of three piers and two abutments.



Summerview Bridge, over Old Man River, north of Pincher. Two 160-ft steel spans, 16-ft. roadway, on concrete substructure.

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Pincher Creek	Village of Pincher Creek	Reflooring
Pine Coulee	9/10-15-28-4	One 20 ft span on pile bents
Pine Creek	3/34-31/22-28-4	Two 20 ft spans on pile bents
Parilly Creek	36-40-25-4	Two 20 ft spans on pile bents
Pipestone Creek	18-47-25-4	Two 18 ft spans on pile bents
Pipestone Creek	16/21-47-26-4	One 20 ft span on pile bents
Pipestone Creek	7/12-47-23/24-4	Repairs
Pipestone Creek	7/18-45-27-4	Three 20 ft spans on pile bents
Pipestone Creek	28/29-47-24-4	Three 20 ft spans on pile bents
Prairie River, East	From Lesser Slave Lake to Sturgeon Lake	50 ft. timber truss and pile bent approaches
Rock Creek	20-7-2-5	Repairs
Rocky Coulee	31-10-24-4	Repairs
Rosebud Creek	22/27-28-27-4	Three 20 ft spans on pile bents
Rosebud Creek	3/34-31/32-2-5	One 20 ft span on pile bents
Red Deer River	36-33-5-5	Two 125 ft steel spans
Rosebud River	5/32-28/29-27-4	Three 20 ft. spans on pile bents
Rosebud Creek	19/20-31-1-5	Repairs
Rosebud Creek	17-31-1-5	Repairs
Rosebud River	23-29-28-4	Three 20 ft. spans on pile bents
Rosebud Creek	9/10-31-1-5	Three 20 ft. spans on pile bents
Red Deer River	36-33-5-5	Bank protection work
Ravine	17-31-1-5	Grading approaches
Raven River	16-36-4-5	Two 20 ft spans on pile bents
Red Deer River	6-36-28-4	Repairs
Red Deer River	5/32-26/27-28-4	Three 125 ft. steel spans
Rainy Creek	7/18-40-1-5	One 20 ft. span on pile bents
Red Willow Creek	31/36-39-18/19-4	One 20 ft. span on pile bents
Red Willow Creek	3/4-40-18-4	One 20 ft. span on pile bents
Red Deer River	15/16-39-26-4	Two 20 ft spans on pile bents
Ravine	26/27-52-25-4	One 20 ft. span on pile bents
Ross Creek	15/14-53-19-4	One 12 ft. span on pile bents
Ross Creek	R. L. 7-55-22-4	Repairs

BRIDGES—Continued.

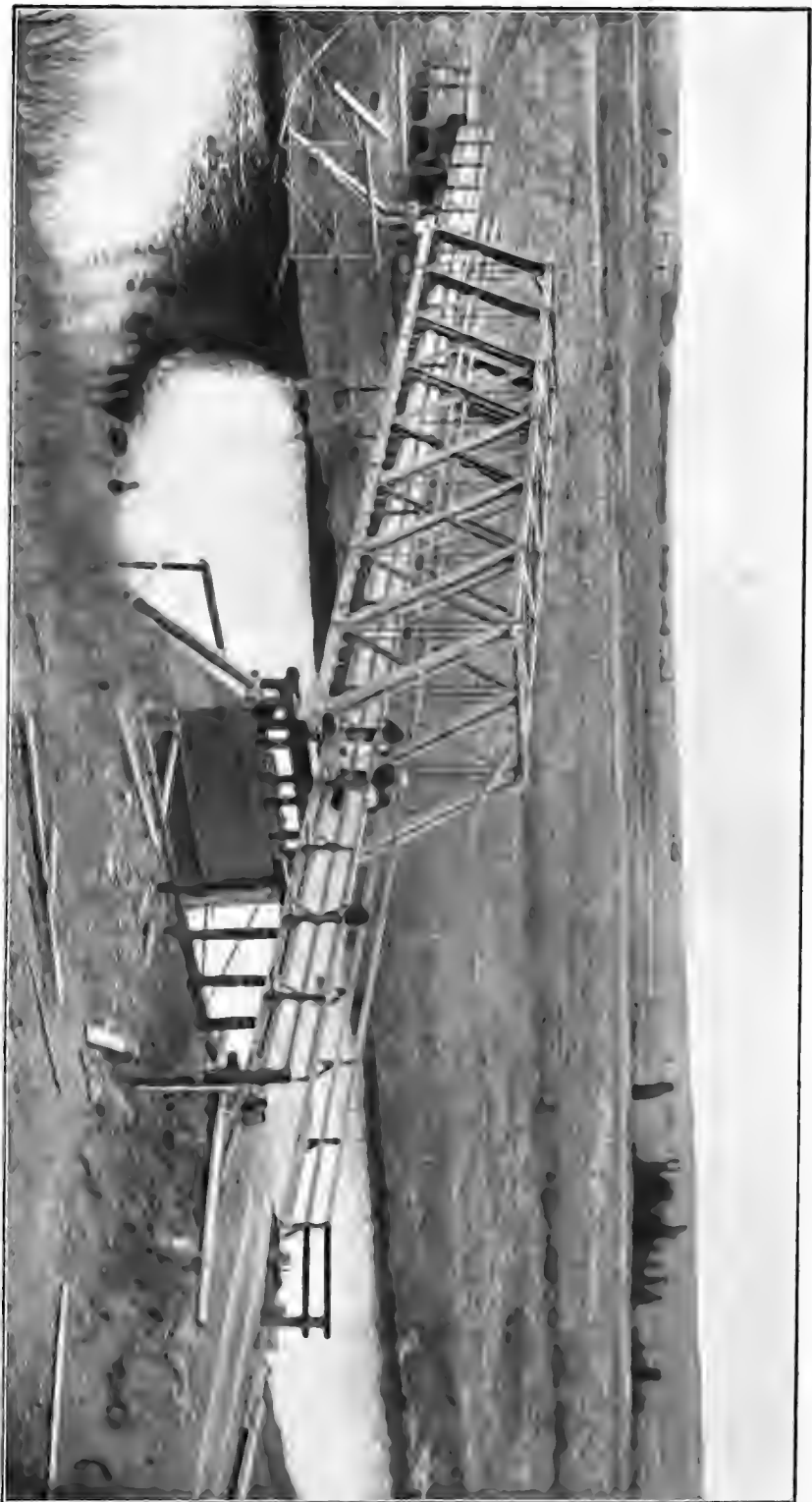
STREAM.	LOCATION.	REMARKS
Red Water Creek	21 22-59-24-4	Three 20 ft spans on pile bents
Red Water Creek	N. W section 8-59-24-4	Three 20 ft spans on pile bents
Red Water Creek	31-58-23-4	Repairs
Red Water Creek	15 16-58-22-4	Material
Rievère Qui Barre	N. 32-58-1-5	One 20 ft. span on pile bents
Rievère Qui Barre	6-55-26-4	One 20 ft. span on pile bents
Rievère Qui Barre	12 7-55-26 27-4	One 20 ft. span on pile bents
Rievère Qui Barre	13 14-55-27-4	One 20 ft. span on pile bents
Snake Creek	15 22-5-25-4	One 20 ft span on pile bents
Snake Creek	5-3-24-4	Two 20 ft spans on pile bents
Spring Coulee	29-4-23-4	Repairs
St. Mary's River	1-2-25-4	Two 125 ft and one 100 ft steel spans on concrete substructures
Smoke Creek	22 23-2-25-4	Repairs
Six Mile Creek	15-8-21-4	Repairing railing and wheelguards, grading approaches
Six Mile Creek	16-8-21-4	Three 20 ft. spans on pile bents
Spring Creek	33-18-29-4	Two 20 ft spans on pile bents
Spring Creek	E 33-18-29-4	One 20 ft span on pile bents
South Fork of Sheep Creek	8 17-20-2-5	One 125 ft. and one 80 ft. steel spans
Snake Creek	N E 35-21-29-4	Repairs
Snake Creek	N 35-21-29-4	One 18 ft span on posts
Sheep Creek, North Fork	7 12-21-2 3-5	Grading approaches
Spring Creek	21-20-29-4	Repairs
Spring Creek	19 20-26-1-5	Two bridges, three 16 ft and one 18 ft spans on pile bents
Serviceberry Creek	S E 13-24-26-4	Two 20 ft spans on pile bents
Seven Persons Coulee	29-12-5-4	Repairs
Sturgeon River	St. Albert	Repairs
Saskatchewan River, N.	Traffic and Railway Bridge, Fort Saskatchewan	Re-flooding
Seven Persons Coulee	30-12-5-4	Repairs
Spring Coulee	23-10-3-4	Two 20 ft spans on pile bents
Spring Coulee	N 35-29-25-4	One 16 ft. span on pile bents
Stony Creek	35 2-28 29-28-4	Two 20 ft spans on pile bents

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Sucker Creek	36 6-38 39-21 22-4	One 16 ft. span on pile bents
Strawberry Creek	36-49-2-5	Four 20 ft spans on pile bents
Stoney Creek	31 32-61-24-4	Grading approach
Smith's Coulee	34-52-24-4	Grading approaches
Sturgeon River	1-55-1-5	Five 20 ft. spans on pile bents
Sandy Creek	E. 12-55-1-5	One 20 ft. span on pile bents
Sturgeon River	13-54-5-5	One 28 ft., two 22 ft. spans on pile bents and 20 ft. approaches
Sturgeon River	2-55-1-5	Repairs
Sturgeon River	3-55-1-5	Repairs
Sturgeon River	14-56-23-4	Repairs
Sturgeon River	11 14-55-24-4	One 60 ft steel truss
Sucker Creek	27-58-20-4	Repairs
Sturgeon River	8-55-24-4	Repairs
Sturgeon River	28 29-54-26-4	Repairs
Three Hills Creek	N. 6-31-23-4	Three 20 ft. spans on pile bents
Three Hills Creek	334-31 32-24-4	Three 20 ft. spans on pile bents
Three Hills Creek	W. 6-31-23-4	Three 20 ft. spans on pile bents
Three Hills Creek	N. E. ¼ 15-30-23-4	Three 20 ft. spans on pile bents
Thunder Creek	24 23-35-1-5	Two 20 ft. spans on pile bents
Tail Creek	11 14-39-22-4	Two 20 ft. spans on pile bents
Tawathaw River	6-5-22-4	Grading approach
Vermilion River	28 29-49-14-4	Two 16 ft. spans on pile bents
Vermilion River	N. 20-52-14-4	Repairs
Vermilion River	20 21-49-14-4	Grading approaches
Vermilion River	11-54-3-4	Five 18 ft. spans on pile bents
Vermilion River	10 15-53-14-4	Two 20 ft. spans on pile bents
Vermilion River	10 11-54-14-4	Grading approaches
Vermilion River	1-57-21-4	Repairs
Vermilion River	21 28-49-14-4	Two 16 ft spans on pile bents
Willow Creek	29-9-26-4	Repairs
Willow Creek	West of Claresholm	Repairs
Willow Creek	West of Granum	Repairs

BRIDGES—Continued.

STREAM.	LOCATION.	REMARKS
Willow Creek	20 21-42-13-4	Two 20 ft. spans on pile bents
Willow Creek	12 13-44-13-4	One 20 ft. span on pile bents
Wolf Creek	10-42-26-4	Reconstructing two 20 ft. spans on pile bents
White Mud Creek	21 28-49-26-4	One 20 ft span on pile bents
Weed Creek	5-49-1-5	One 20 ft span on pile bents.
White Mud Creek	24 25-51-25-4	Grading approaches
Waskatenow Creek	21 22-59-19-4	Two 20 ft spans on pile bents
Waskatenow Creek	21 22-59-19-4	Two 20 ft. spans on pile bents
Yarrow Creek	8-4-29-4	Reconstruction



Timber Howe Truss, 100-ft. span, over Little Red Deer River, west of Olds.

ROADS

Edmonton, February 16th, 1909.

Generally speaking, the system of road making throughout the Province is confined to one class, viz. The earth road made from the natural soil, and this is accounted for by pioneer conditions now prevailing mainly owing to steady and rapid spread of settlement over large areas. The principle adopted to cope with these conditions is the building of trunk roads connecting settlements with nearest railway or market points by most direct route.

The most common drawback to traffic in the wooded portions of the Province is from natural causes, such as tamarac swamps, lakes, sloughs and low lying wet areas. After the question of drainage has been systematically gone into, a foundation of corduroy or brush not less than 20 feet in width is laid at right angles to roadway; this is covered with material taken from side ditches when possible, or when conditions preclude ditching, material is hauled in from the ends. One of the most economical methods of hauling where material cannot be obtained along side the road is that of building a "trap" beneath which wagons can be driven and loaded with slush scrapers dumping through the trap, but this can only be done where rising ground, ridges, or side hills are available. The use of green brush properly laid with butts out and branches interlacing at centre, has proved a most satisfactory method of meeting the difficulty connected with securing a foundation to build upon, when opening up new roads; it also has advantage over corduroy, such as being cheaper to handle, and more buoyant as a supporting agent, etc.

The machinery used at present in road making consists mainly of slushers, wheel scrapers, blade graders and ploughs, supplemented with block and tackle for taking out trees by the roots in wooded country, which represents a decided saving over the system of cutting them down and then grubbing out roots; as jackpine, spruce, tamarac, poplar, etc., which comprise the bulk of standing timber to be dealt with are not deep rooted. The statute work done by Local Improvement Councils is handicapped by lack of system and uniformity in outlining a definite policy of main roads, and this condition will always exist as long as the work is scattered amongst Districts of small area which annually elected Councillors in each, and no central authority to direct operations. The only feasible method of obtaining good roads in the Province would seem to be one based on "Highway Improvement Act," such as is at present being carried out in Ontario with the very best results to all concerned. Western provinces have the experience of Eastern Canada for an object lesson to profit by and may just as well adopt that system which has been successful in solving the most vital problem of agriculture on this continent, viz., a system of good roads connecting the producer with his market; and the experience of Eastern Canada conclusively proves beyond any doubt, that the statute

labor system has entirely failed to build up a highway system of proportionate value to the money collected and theoretically expended on same.

The reason for this is obvious and simple, viz., that road building is a business as entirely distinct from farming as railway construction, and to obtain practical results regular road crews under experienced foremen must be employed every season, carrying out a properly defined policy and system of construction and maintenance, on the same lines as bridge work is undertaken.

The assessment levied by Local Improvement Councils in the Province during 1908, exceeded half a million dollars, a sum sufficient, under central management and professional supervision to have transformed or outlined the nucleus of a first class road system in the Province, but which actually returned a very low percentage of permanent improvement or advancement in practical road work, under the L. I. D. system

Further, the road work accomplished to date is not due to statute labor alone, a steadily increasing demand being annually presented for Government assistance on the work in organized districts.

Probably the greatest weakness of statute labor lies in the following facts, viz., that whilst some men work faithfully, others do not; some bring teams capable of doing a day's work and get it out of them, whilst others do the opposite, and finally, the time for doing road work is largely governed by agricultural conditions which usually preclude taking advantage of favorable weather in the fall, as harvesting and threshing are then in full swing, and road construction suffers in consequence at the expense of the Province in general.

Improvements performed by the Government on Roads during 1908:

In sections 27, 28, 29 and 30, township 5 range 22 west 4th meridian. Culverts and general road improvement.

Between sections 9 and 16, township 3 range 24 west 4th meridian. Repairing grade.

Between sections 27 and 28, township 2 range 25 west 4th meridian. Culvert and grading.

Between sections 2 and 34, townships 2 and 3 range 25 west 4th meridian. Culvert and grading.

In section 11, township 2 range 25 west 4th meridian. Culvert and grading.

In section 16, township 2 range 25 west 4th meridian. Culvert and grading.

Between sections 13 and 14, and sections 15 and 22, township 2 range 25 west 4th meridian. Culvert and grading.

Between sections 24 and 25, township 3 range 25 west 4th meridian. Culvert and grading.

Between sections 7 and 12, township 2 ranges 27 and 28, west 4th meridian. Culvert and grading.

Between sections 13 and 14, township 2 range 28 west 4th meridian. Grading.

Between sections 20 and 29, township 2 range 27 west 4th meridian. Grading.

Between sections 13 and 18, township 2 range 27 west 4th meridian. Grading.

Between sections 4 and 33, townships 2 and 3 range 26 west 4th meridian. Culvert.

In section 18, township 2 range 26 west 4th meridian. Side hill cut and small bridge and clearing.

Between sections 10 and 15, 9 and 16, 7 and 18, township 3 range 26 west 4th meridian. Culvert, fill and grading.



Traffic Road across rock slide at Frank, looking east.



Roadwork west of Red Deer, showing corduroy being covered with material excavated from side ditches.

Between sections 23 and 24, 25 and 26, and 35 and 36, township 2 range 27 west 4th meridian. Grading.

Between sections 15 and 16, township 2 range 26 west 4th meridian. Grading and draining.

Between sections 21 and 28, township 5 range 22 west 4th meridian. Grading and culvert.

Between sections 24 and 19, township 5 ranges 21 and 22 west 4th meridian. Culvert and grading

Cardston to Mountain View. Grading road.

Between sections 12 and 13, 11 and 14, and 10 and 15, township 1 range 24 west 4th meridian. Grading and putting in culverts.

Between sections 9 and 10, township 3 range 24 west 4th meridian. Repairing grade.

Between sections 21 and 22, 27 and 28, and 33 and 34, township 3 range 24 west 4th meridian. Repairing grades and putting in culverts.

St Mary's River near mouth of Lee's creek. Repairing approaches to bridge.

Between sections 8 and 9, township 2 range 24 west 4th meridian. Improving road.

Between sections 16 and 17, township 2 range 25 west 4th meridian. Improving road.

Between sections 2 and 3, township 3 range 25 west 4th meridian. Repairing grade and putting in culvert.

Between sections 3 and 4, township 3 range 25 west 4th meridian. Repairing grade.

Belly River southeast of section 12, township 3 range 28 west of 4th meridian. Repairing approaches to bridge

Fish Creek, in section 7, township 3 range 27 west 4th meridian. Grading approaches to bridge.

Fish Creek, in section 19, township 2 range 27 west 4th meridian. Repairing approaches to bridge.

Between sections 17 and 18, township 2 range 27 west 4th meridian. Grading road.

Pot Hole Creek at Magrath. Repairing approaches to bridge

Between sections 16 and 17, township 2 range 27 west 4th meridian. Grading road

In section 15, township 8 range 30 west 4th meridian. Building small bridge

Between sections 12 and 13, township 7 range 3 west 5th meridian. Building small bridge and putting in culverts.

In section 7, township 7 range 2 west 5th meridian. Grading side hill.

Between sections 8 and 9, township 6 range 1 west 5th meridian. Building small bridges and grading.

Between sections 19 and 24, township 6 ranges 1 and 2 west 5th meridian. Grading road.

In township 8 ranges 2 and 3 west 5th meridian. Grading and repairing work.

East and west of Blairmore. Constructing road.

In section 7, township 4 range 28 west 4th meridian. Repairing road.

In section 29, township 7 range 1 west 5th meridian. Cleaning out slide and ditching the grade.

In section 1, township 8 range 3 west 5th meridian. Building corduroy bridges

In section 35, township 6 range 1 west 5th meridian. Building culvert and repairing grade on hill.

Over Frank slide. Repairing washout

South of Yarrow bridge. Repairing grade

South fork of Old Man River. Grading hill, filling pier and grading approaches to bridge

In section 20, township 7 range 2 west 5th meridian. Grading approaches to bridge

Between sections 17 and 18, 19 and 20, 29 and 30, and 31 and 32, township 4 range 28 west 4th meridian. Grading road.

Between sections 7 and 12, township 4 ranges 28 and 29 west 4th meridian. Repairing grade

In section 9, township 4, range 29 west 4th meridian. Grading approaches to bridge.

Between sections 34 and 35, township 4 range 29 west 4th meridian. Grading approaches to bridge

Between sections 10 and 15, township 11 range 24 west 4th meridian
 Building culvert and grading slough.
 Between sections 28 and 29, township 8 range 26 west 4th meridian.
 Repairing culverts.
 Between sections 21 and 28, township 8 range 26 west 4th meridian.
 Building culverts.
 Between sections 21 and 28, township 14 range 28 west 4th meridian
 In section 7, township 11 range 28 west 4th meridian. Building culvert
 In sections 22, 23 and 24, township 10 range 28 west 4th meridian
 Building culvert and grading.
 Between sections 1 and 36, townships 12 and 13 range 25 west 4th meridian
 Building culvert and grading slough
 Macleod-Stand Off Trail. Grading road
 Between sections 23 and 24, township 9 range 26 west 4th meridian.
 Improving road.
 Between sections 15 and 16, township 10 range 24 west 4th meridian
 Improving road.
 Between sections 23 and 26, township 12 range 26 west 4th meridian.
 Putting in culverts and grading
 Between sections 22 and 23, township 12 range 23 west 4th meridian
 Grading to bridge.
 Macleod-Lyndon trail. Repairing grades
 In section 24, township 9 range 26 west 4th meridian. Repairing grade
 to bridge.
 South of sections 15 and 2, township 9 range 29 west 4th meridian
 Building corduroy bridges and grading approaches to several bridges
 In townships 7 and 8 range 26 west 4th meridian. Making repairs to
 road.
 Calgary to Macleod trail. Repairing grade
 Between sections 8 and 17, township 6 range 25 west 4th meridian.
 Grading approaches to bridge
 Between sections 23 and 24, township 3 range 25 west 4th meridian.
 Repairing road.
 In section 21, township 10 range 28 west 4th meridian. Grading through
 slough
 Between sections 8 and 17, township 9 range 26 west 4th meridian
 Improving road.
 Between sections 6 and 36, townships 8 and 9 range 24 west 4th meridian
 Building culvert and grading slough
 Macleod to Lethbridge trail Building sand fences and grading road
 Between sections 6 and 1, township 11 ranges 28 and 29 west 4th meridian, and between sections 6 and 36, township 11 ranges 28 and 29 west 4th meridian. Putting in culverts and one 12-foot span bridge.
 Between sections 7 and 8, township 7 range 25 west 4th meridian.
 Putting in culvert
 Between sections 6 and 7, township 9 range 18 west 4th meridian
 Grading road.
 Through townships 11, 12 and 13, ranges 21 and 22 west 4th meridian
 Grading and putting in culverts
 Stirling to Warner, in section 12, township 6 range 19 west 4th meridian
 Building small bridge, culvert and grading road.
 In section 36, township 5 range 22 west 4th meridian Building culverts and grading.
 Between sections 1 and 6, township 9 ranges 21 and 22 west 4th meridian.
 Repairing road
 Stirling to Lethbridge Repairing road
 Between sections 28 and 29, township 6 range 19 west 4th meridian
 Repairing road
 Between sections 21 and 22, 15 and 16, township 8 range 21 west 4th meridian. Improving road
 Between sections 21 and 22, township 6 range 20 west 4th meridian.
 Grading slough.
 Between sections 31 and 32, township 6 range 20 west 4th meridian
 Grading approaches.
 Between sections 31 and 32, township 6 range 20 west 4th meridian
 Grading approaches.
 Between sections 20 and 29, and sections 30 and 19, township 6 range 17 west 4th meridian. Improving road.
 In section 36, townships 8 and 9 range 20 west 4th meridian. Repairing road.

Belly River at Lethbridge. Grading approaches.
 Between sections 7 and 18, township 5 range 22 west 4th meridian.
 Grading and putting in culverts.
 South from Gleichen across bridge over Bow River Grading road to bridge.
 Macleod to Lethbridge. Building sand fence.
 Medicine Hat to Josephburg. Repairing grade and culverts.
 Irvine to Josephburg Cutting down hill
 Medicine Hat to Stair Removing stone from trail.
 Between sections 32 and 28, township 12 range 5 west 4th meridian.
 Repairing grade.
 Walsh to Grayburn. Grading road and putting in culverts
 Between sections 23 and 24, township 7 range 3 west 4th meridian.
 Cutting out trail.
 Between sections 19 and 30, township 9 range 2 west 4th meridian
 and between sections 24 and 25, township 9 range 3 west 4th meridian
 Grading diversion.
 Southwest quarter of section 10, township 13 range 5 west 4th meridian.
 Building culverts, cutting sidehill and grading.
 In section 27, township 11 range 2 west 4th meridian Grading approaches to bridge.
 Between sections 25 and 26, township 11 range 2 west 4th meridian.
 Grading approaches to bridge.
 In section 31, township 12 range 5 west 4th meridian. Hauling stone and brush to protect abutments of Finlay Bridge
 In section 25, township 10 range 1 west 4th meridian Grading to bridge
 Between sections 8 and 9, township 11 range 4 west 4th meridian.
 Grading road to bridge.
 Between sections 5 and 6, township 20 range 4 west 4th meridian
 Grading washout on west side of bridge.
 East half of section 23, township 8 range 1 west 4th meridian Grading road
 North and east of section 23, township 10 range 5 west 4th meridian
 Putting in culverts and grading
 Between sections 16 and 17, 20 and 21, and 28 and 29, township 9 range 2 west 4th meridian Grading hills and putting in culverts.
 Elkwater Lake to Medicine Lodge. Grading and putting in culverts
 Between townships 9 and 10 range 4 west 4th meridian Grading survey north and south of Gros Ventres
 Southwest quarter of section 3, township 28 range 1 west 5th meridian.
 Subway
 Northwest quarter of section 21, township 28 range 1 west 5th meridian
 Subway
 West of township 26 range 28 west 4th meridian.
 West of sections 24, 25 and 36, township 25 range 1 west 5th meridian
 Improving road and grading approaches
 Langdon to Strathmore Improving grades
 Old Flackfoot trail in section 2, township 24 range 1 west 5th meridian.
 Building small bridge and grading approaches.
 Between sections 11 and 12, 13 and 14, and 23 and 24, township 26 range 2 west 5th meridian. Improving road.
 Between sections 8 and 17, township 23 range 23 west 4th meridian.
 Building small bridges and grading approaches
 Calgary and Edmonton trail. Improving trail
 Calgary and Morleyville Building small bridge and culverts.
 Telephone line road, Calgary to Crossfield Brushing and grading
 sloughs
 Between sections 32 and 5 townships 23 and 24 range 26 west 4th meridian. Grading road
 Between sections 8 and 17, township 22 range 22 west 4th meridian.
 Cutting ditch and grading slough
 Between sections 11 and 14, and sections 12 and 13, township 24 range 25 west 4th meridian Building culverts and grading.
 Calgary-Millarville trail. Repairing grades and putting in culverts.
 Spring Bank trail Grading road.
 Between sections 19 and 20, and sections 29 and 30, township 22 range 22 west 4th meridian. Grading slough and building culverts.
 In section 11, township 22 range 1 west 5th meridian. Grading road.

Between sections 12 and 13, township 23 range 24 west 4th meridian.
Grading approaches.

Between sections 19 and 20, township 26 range 1 west 5th meridian.
Grading approaches and putting in culverts.

Between sections 26 and 35, township 28 range 29 west 4th meridian.
Grading approaches.

Between sections 5 and 6, township 24 range 2 west 5th meridian.
Grading road.

Between sections 12 and 13, township 24 range 1 west 5th meridian.
Cutting down hill and grading.

In section 28, township 28 range 27 west 4th meridian. Grading
diversion.

In township 28 ranges 27 and 28 west 4th meridian Grading road.

Between sections 7 and 18, township 18 range 28 west 4th meridian.
Building small bridge, culverts and grade.

Between sections 8 and 17, etc., township 20 range 2 west 5th meridian.
Building road west from bridge over the south fork of Sheep Creek.

High River to Pekisko, in township 18 range 29 west 4th meridian.
Grading diversion in section 33 and putting in culverts.

In section 3, township 21 range 27 west 4th meridian. Putting in
subway.

North and east of section 11, township 16 range 28 west 4th meridian.
Grading and putting in culverts.

Blind line east of Nanton. Building small bridge and culverts and
grading road.

Southwest of Nanton. Grading road.

Okotoks to Sandstone. Culverts and grading

Between sections 22 and 27, township 22 range 3 west 5th meridian
Grading road.

Calgary-Macleod trail. Repairing grade.

Between sections 31 and 6, townships 16 and 17 range 29 west 4th
meridian. Constructing culverts.

Cochrane to Dog Pound. Ditching and putting in culverts

Morleyville trail to Lochend. Grading road and putting in subway.

South of Cochrane Grading road.

Grand Valley Bush trail Grading road.

North of sections 3, 4 and 5, township 24 range 3 west 5th meridian.
Grading and putting in culverts.

Between sections 19 and 24, and sections 25 and 30, township 26
ranges 4 and 5 west 5th meridian. Improving road.

East of section 23, township 26 range 4 west 5th meridian. Grading
slough

On both sides of Ghost River. Cleaning ditches and slides

Between sections 5 and 6, township 24 range 2 west 5th meridian.
Improving road.

Between sections 14 and 15, township 26 range 4 west 5th meridian.
Grading road.

West of township 28 range 4 west 5th meridian. Improving road.

Between sections 3 and 4, and sections 33 and 34, township 26 range
3 west 5th meridian Improving road.

Between sections 3 and 4, and sections 33 and 34, township 26 range
3 west 5th meridian. Improving road.

Southeast quarter of section 1, township 31 range 3 west 5th meridian.
Constructing subway.

West of sections 3, 10, 15, 22, 27 and 34, township 33 range 5 west
5th meridian. Clearing and grading road.

Between sections 28 and 29, township 31 range 1 west 5th meridian
Building subway and grading.

Southeast quarter of section 36 and southwest quarter of section 31,
township 32 ranges 26 and 27 west 4th meridian. Building culverts and
grading.

Between sections 34 and 3, townships 32 and 33 range 27 west 4th
meridian Improving road. $\frac{1}{4}$

In sections 7, 8 and 9, township 30 range 4 west 5th meridian. Im-
proving road.

Between sections 23 and 26, township 30 range 29 west 4th meridian.
Improving road.

Between sections 35 and 2, and sections 36 and 1, townships 28 and 29 range 28 west 4th meridian. Building culverts and grading approaches.

Between sections 26 and 27, township 33 range 3 west 5th meridian. Improvement of road.

Between sections 34 and 3, and sections 35 and 2, townships 32 and 33 range 5 west 5th meridian. Brushing and grading.

Between sections 33 and 4, 31 and 32, and 32 and 5, townships 31 and 32 range 4 west 5th meridian. Building small bridge and grading.

Carbon to Tapscott. Grading and putting in culverts.

North of section 36, township 28 range 5 west 5th meridian. Putting in culvert and cattle pass.

In sections 16, 17 and 18, township 35 range 2 west 5th meridian. Brushing, grading and ditching.

In sections 29, 30 and 31, township 35 range 28 west 4th meridian. Cutting brush, grubbing and grading.

South of sections 2, 3 and 4, township 35 range 25 west 4th meridian. Draining and grading.

Between sections 28 and 29, and sections 32 and 33, township 35 range 37 west 4th meridian. Brushing, grubbing and putting in culverts.

North of sections 34, 35 and 36, township 33 range 5 west 5th meridian. Clearing and grading road.

Between townships 37 and 38 ranges 23 and 24 west 4th meridian. Grading and ditching.

Between sections 8 and 9, 9 and 16, township 38 range 1 west 5th meridian. Improving road.

Between townships 37 and 38 range 22 west 4th meridian. Grubbing, grading and cutting down hill.

In sections 19, 20, 21, 22 and 23, township 36 range 24 west 4th meridian. Brushing and grading.

East of Red Deer to the divide. Grading down steep hill and putting in culverts.

Between townships 38 and 39 ranges 1 and 2 west 5th meridian. Ditching and grading.

Eckville to Evarts. Draining and filling sloughs, and grading road.

Snake Lake to Rocky Mountain House. Clearing, ditching, grading and putting in culverts.

East of sections 24 and 25, township 38 ranges 1 and 2 west 5th meridian. Ditching and grading.

Blind Line east from Red Deer, in township 38 range 26 west 4th meridian. Improving road.

North of township 39 ranges 1, 2, 3 and 4 west 5th meridian. Clearing, grading and corduroying.

In sections 16, 21, 28 and 33, township 38 range 1 west 5th meridian. Grading and putting in culverts.

South of Stettler in township 38 range 19 west 4th meridian. Brushing and grading.

Red Deer to Pine Lake. Repairing grades.

Red Deer to Snake Lake. Ditching and grading.

East and west of Penhold. Grading road.

South of sections 3 and 4, township 38 range 3 west 5th meridian. Grading road.

From Bentley west to Medicine River, north of section 24, etc., township 40 ranges 12 and 13 west 5th meridian. Ditching and grading.

Between sections 32 and 4, townships 38 and 39 range 21 west 4th meridian. Grading sloughs.

Lacombe to Gull Lake. Grading and putting in culverts.

North boundary of townships 38 and 39 ranges 18 and 19 west 4th meridian. East of Stettler. Grading and ditching.

Northeast quarter of section 9, township 39 range 23 west 4th meridian. Improving road.

In township 39 range 22 west 4th meridian. Opening road.

Erskine to Stettler. Opening road.

Erskine north to Buffalo Lake. Improving road.

Alix to Lamerton. Ditching, grading and cutting out road.

Between sections 35 and 2, townships 40 and 41 range 27 west 4th meridian. Improving road.

West of Blackfalds. Ditching and grading.

Between sections 35 and 36, township 39 range 23 west 4th meridian. Grading and ditching.

Between sections 1 and 36, and 2 and 35, townships 39 and 40 range 1 west 5th meridian, and between townships 39 and 40 ranges 27 and 28 west 4th meridian. Grading, brushing and ditching

Between sections 20 and 29, and sections 21 and 28, township 39 range 24 west 4th meridian Improving road

Between sections 35 and 2, townships 40 and 41 range 26 west 4th meridian. Completing cut through hill.

Between sections 12 and 13, 13 and 14, 23 and 24, 25 and 26, 35 and 36, township 41 range 28 west 4th meridian. Grading and ditching slough

North from Stettler Opening road.

North of sections 25, 26 and 19, township 39 ranges 26 and 27 west 4th meridian Grading road

Between sections 10 and 15, township 41 range 27 west 4th meridian Corduroying swamps

Between sections 19 and 20, township 39 range 23 west 4th meridian. Grading approaches

Between sections 20 and 21, township 44 range 12 west 4th meridian. Grading flats and approaches to bridges.

Between sections 10 and 15, township 43 range 27 west 4th meridian. Ditching, clearing and grading road

South of Ponoka through township 42 range 25 west 4th meridian Ditching, grading and putting in culverts

Between sections 32 and 5, townships 41 and 42 range 12 west 4th meridian Grading approaches to bridge

Between sections 20 and 21, township 42 range 12 west 4th meridian. Building culverts and grading

Flat at Ferry Point. Repairing grade to bridge.

Between sections 33 and 34, and sections 28 and 27, township 42 range 22 west 4th meridian Ditching and grading

Between sections 29 and 32, township 42 range 26 west 4th meridian Ditching and grading

Daysland to Spring Lake Ditching and grading

In section 36, township 43 range 27 west 4th meridian Improving road.

Between sections 8 and 17, 9 and 16, and 9 and 10, township 45 range 21 west 4th meridian, and in section 35 township 44 range 21 west 4th meridian. Making road and fencing

Between sections 22 and 27 township 44 range 12 west 4th meridian Grading and ditching

Between sections 1 and 6 and sections 12 and 7 township 44 ranges 27 and 28 west 4th meridian Improving road

Between sections 20 and 21, township 43 range 12 west 4th meridian Grading and putting in culverts.

In section 24, township 42 range 27 west 4th meridian Improving road

Between sections 3 and 4, and sections 9 and 10, township 43 range 2 west 5th meridian Grading and ditching road

In township 42 ranges 11 and 12 west 4th meridian Grading to bridge

Between sections 13 and 14, sections 12 and 13, township 44 range 15 west 4th meridian. Grading road.

South from Camrose Constructing surveyed road

Between sections 31 and 6, townships 44 and 45 range 11 west 4th meridian Grading slough

Between sections 7 and 8, township 46 range 23 west 4th meridian Ditching road

Daysland to Spring Lake. Grading road

Pigeon Lake to Buck Lake Constructing road

Between sections 28 and 29, and sections 32 and 33, township 46 range 22 west 4th meridian Grading road

Between sections 10 and 11, and sections 2 and 3, township 46 range 26 west 4th meridian. Building two small bridges

South of Bawlf. Improvement of road

Between sections 1 and 36, township 45 range 11 west 4th meridian. Improving road

Between sections 32 and 5, townships 41 and 42 range 26 west 4th meridian Grading road.

North from Camrose. Brushing and grading sloughs

Between sections 35 and 2, townships 44 and 45 range 16 west 4th meridian. Grading slough and improving road.

Wetaskiwin to Pigeon Lake. Brushing, grading and ditching road

Between sections 17 and 18, and sections 29 and 30, township 45 range 21 west 4th meridian Grading road.

West from New Norway. Improving road.

Northeast of section 27 to west of section 18, township 47 range 26 west 4th meridian. Grading road.

Between sections 36 and 1, townships 44 and 45 range 23 west 4th meridian Raising grade

Between sections 24 and 25, 21 and 28, 20 and 29, 19 and 20, 22 and 27, township 49 ranges 24 and 25 west 4th meridian Ditching and grading.

Between sections 32 and 33, township 50 range 24 west 4th meridian. Opening road.

Blind Line west of Leduc. Constructing road

North of sections 35 and 36, township 47 range 24 west 4th meridian. Grading road

Blind Line west of Millet Grading road

Between sections 17 and 18, and sections 19 and 20, township 50 range 27 west 4th meridian Opening road

East from between sections 12 and 13, township 49 range 25 west 4th meridian. Extending road

East from Saron, between townships 48 and 49 range 24 west 4th meridian. Ditching and grading

West of Saron, in section 32, township 48 range 25 west 4th meridian, and section 33 township 48 range 26 west 4th meridian Repairing road

South of sections 15, 16 and 17, township 50 range 27 west 4th meridian. Opening road

Between sections 12 and 13, township 50 range 26 west 4th meridian, and six miles west. Grading road.

Between sections 3 and 4, and sections 9 and 10, township 48 range 21 west 4th meridian, and between sections 33 and 34, township 47 range 21 west 4th meridian. Ditching and grading

In townships 48 and 49 range 27 west 4th meridian Grading road

Between sections 16 and 17, 20 and 21, and 28 and 29, township 50 range 25 west 4th meridian Ditching, brushing and grading

North of section 12, township 50 range 24 west 4th meridian. Corduroying road

Between sections 1 and 6, township 49 ranges 27 and 26 west 4th meridian Ditching, putting in culverts and grading

Between sections 7 and 18, township 48 range 24 west 4th meridian. Laying and covering corduroy.

Between sections 10 and 15, and sections 9 and 10, township 48 range 24 west 4th meridian Building culverts, grubbing and grading.

Between sections 29 and 30, and sections 31 and 32, township 50 range 20 west 4th meridian Corduroying, bridging and grading

Between sections 3 and 4, and sections 9 and 10, township 48 range 21 west 4th meridian, and between sections 33 and 34, township 47 range 21 west 4th meridian. Building culverts, grading and ditching

In section 26, township 52 range 28 west 4th meridian Building culverts and grading.

Between sections 12 and 13 and in section 23, township 51 range 22 west 4th meridian Grading road

Between sections 16 and 15, and sections 21 and 22, township 51 range 22 west 4th meridian Grading road

In section 36, township 53 range 23 west 4th meridian. Grading to bridge

Between sections 32 and 5, townships 52 and 53 range 23 west 4th meridian. Grading hill

Between sections 6 and 1, and sections 12 and 7, township 53 ranges 22 and 23 west 4th meridian. Grading road.

Dowler Hill Repairing grade

Between sections 29 and 30 township 51 range 23 west 4th meridian. Grading road

Between sections 16 and 17, township 51 range 23 west 4th meridian. Grading road

Between sections 33 and 34, and sections 28 and 27, township 51 range 23 west 4th meridian. Grading road.

Between sections 10 and 11, township 51 range 23 west 4th meridian. Grubbing and putting in culverts

Between sections 9 and 16, and sections 10 and 15, township 51 range 21 west 4th meridian Opening road

Between sections 24 and 25, township 52 range 21 west 4th meridian. Grading road.

Between sections 15 and 16, township 51 range 24 west 4th meridian. Grading road.

Between sections 2 and 3, and sections 10 and 11, township 53 range 22 west 4th meridian. Covering corduroy and grading road.

North of section 34, township 52 range 24 west 4th meridian. Grading to bridge.

In River Lots 33 and 35, township 52 range 24 west 4th meridian. Grading to bridge.

In section 36, township 53 range 23 west 4th meridian. Grading road.

Road west of Ellerslie. Grading road.

Between sections 31 and 32, township 51 range 24 west 4th meridian. Grading to bridge.

Between sections 12 and 13, township 52 range 25 west 4th meridian. Grading to bridge.

Between sections 7 and 18, east to sections 16 and 9, township 53 range 21 west 4th meridian. Brushing, grading and corduroying road.

Between sections 21 and 22, township 52 range 22 west 4th meridian. Grading road.

Between sections 23 and 24, township 52 range 24 west 4th meridian. Draining slough.

Between sections 17 and 18, and sections 19 and 20, township 52 range 23 west 4th meridian. Making road.

Between sections 7 and 8, and sections 17 and 18, township 52 range 23 west 4th meridian. Grading road.

Between sections 22 and 29, township 53 range 21 west 4th meridian. Brushing.

Between sections 15 and 16, and sections 21 and 22, township 51 range 25 west 4th meridian. Corduroying road.

Between sections 21 and 28, township 51 range 25 west 4th meridian. Grading road.

Between sections 22 and 27, and sections 23 and 26, township 52 range 22 west 4th meridian. Grubbing and grading.

Over Whitemud River. Grading approaches to bridge.

Between sections 29 and 30, and sections 31 and 32, township 52 range 23 west 4th meridian. Brushing, grading and putting in culverts.

5th meridian from Stony Plain north. Corduroying and grading.

Between sections 15 and 16, and sections 3 and 4, township 51 range 1 west 5th meridian. Opening road.

South of sections 4, 5 and 6, township 51 range 1 west 5th meridian. Cutting out and corduroying.

Between sections 9 and 10, and sections 15 and 16, township 52 range 27 west 4th meridian. Brushing and corduroying sloughs.

In township 51 ranges 25 and 26 west 4th meridian. Grading road.

Wabamun to Lobstick settlement. Making road.

Lac Ste Anne to Wabamun. Constructing road.

Through township 53 range 1 west 5th meridian. Cutting out and grading road.

14th base line west of Edmonton. Extending road.

Lac Ste Anne to Pembina. Cutting out road.

From Inga to Mewassin. Improving road.

St Albert to Lac Ste Anne. Grading road.

Lac Ste Anne to Island Lake. Cutting out and grading road.

Edmonton to St Albert. Repairing road.

Between sections 3 and 34, 2 and 35, 1 and 36, townships 51 and 52 range 14 west 4th meridian. Grading road.

Between sections 13 and 18, township 54 ranges 12 and 13 west 4th meridian. Improving road.

North of Innisfree. Corduroying and grading muskeg.

North of Mundare in township 53 range 16 west 4th meridian. Improving road.

North of Lavoy, in township 52 range 13 west 4th meridian. Grading road.

South of Vermilion. Improving road.

Islay to Kitscoty, in township 51 range 4 west 4th meridian. Grading and cutting down hills.

In section 6, township 43 range 9 west 4th meridian. Grading approaches.

North of Vegreville. Improving road.

Between sections 14 and 15, township 49 range 16 west 4th meridian. Ditching sloughs.

In township 54 ranges 14 and 15 west 4th meridian. Grading and putting in culverts

Between sections 7 and 18, township 50 range 9 west 4th meridian. Corduroying and grading.

South of Ranfurly. Grading railway crossing and improving road

North of township 47 range 13 west 4th meridian. Corduroying, brushing and grading sloughs.

North from Manville, in townships 51, 52 and 53. Constructing road.

North of Kitscoty. Constructing road.

Between sections 26 and 27, township 50 range 9 west 4th meridian. Grading flat and cutting down side hills.

In section 16, township 48 range 19 west 4th meridian. Constructing road.

North of Riley between townships 50 and 51 range 19 west 4th meridian. Ditching and corduroying.

Chipman to Tofield. Putting in culverts and grading.

Base line north of township 52 range 17 west 4th meridian. Cutting out and putting in culverts.

Between sections 26 and 27, township 51 ranges 16 and 17 west 4th meridian. Opening road.

Road northeast from Vermilion. Opening surveyed road.

South from Mundare. Grading road.

West of section 5 to 32, township 48 range 8 west 4th meridian. Grading across Buffalo coulee

South of Lloydminster. Grading road.

In townships 48, 49 and 50, ranges 18 and 19 west 4th meridian. Putting in culverts and grading.

Between sections 13 and 14, township 52 range 14 west 4th meridian. Corduroying, grading and ditching.

Between townships 48 and 49, ranges 12 and 13 west 4th meridian. Grading and ditching.

Between townships 52 and 53 range 17 west 4th meridian. Corduroying, building culverts and grading.

North of Islay. Constructing road.

Between sections 4 and 5, township 51 range 14 west 4th meridian. Grading approaches to bridge.

Kitscoty to Lloydminster. Opening and grading road.

In township 52 range 18 west 4th meridian. Improving road.

North of township 49 ranges 1 and 2 west 4th meridian. Improving road

North of township 53 ranges 17 and 18 west 4th meridian. Brushing and grading road.

Between sections 36 and 1, townships 49 and 50 range 12 west 4th meridian. Grading approaches

Between sections 32 and 33, township 51 range 13 west 4th meridian. Grading approaches

South of Vermilion on Battle River. Grading to ferry.

Between sections 20 and 21, township 49 range 14 west 4th meridian. Grading to bridge

Between sections 28 and 29, 32 and 33, township 55 range 13 west 4th meridian. Corduroying, putting in culverts and grading

Between sections 4 and 33 townships 51 and 52 range 13 west 4th meridian. Building culverts, brushing and grading.

North of Bruderheim. Grading road.

Between sections 15 and 16, township 55 range 14 west 4th meridian. Putting in culvert.

Between sections 16 and 17, township 55 range 14 west 4th meridian. Putting in culverts

Between sections 17 and 18, township 55 range 14 west 4th meridian. Putting in culverts

Between sections 13 and 18, township 55 range 14 west 4th meridian. Putting in culverts

Between sections 10 and 11, township 55 range 14 west 4th meridian. Putting in culvert

Between sections 7 and 18, township 55 range 14 west 4th meridian. Putting in culvert

Correction line east of Fort Saskatchewan. Constructing road

Between sections 1 and 2, township 55 range 22 west 4th meridian. Repairing road

Between sections 1 and 2, township 56 range 21 west 4th meridian, and between sections 35 and 36, township 55 range 21 west 4th meridian. Grading road.

Between sections 32 and 33, township 56 range 16 west 4th meridian. Grading to bridge.

West of sections 6, 7 and 18, township 54 ranges 22 and 23 west 4th meridian. Grading to road.

East of sections 5, 8, 17 and 20, township 55 range 16 west 4th meridian. Improving road.

Between sections 19 and 20, township 54 range 22 west 4th meridian. Grading and putting in culverts.

Between sections 21 and 28, and sections 20 and 29, township 54 range 20 west 4th meridian. Cutting out, brushing and grading.

Between sections 31 and 36, and sections 25 and 30, township 54 ranges 20 and 21 west 4th meridian. Ditching and grading.

Between sections 7 and 8, 28 and 29, and 32 and 33, township 55 range 20 west 4th meridian. Grading and putting in culverts.

Between sections 9 and 16, township 55 range 20 west 4th meridian. Cutting out and corduroying.

Between sections 19 and 30, township 55 range 20 west 4th meridian. Ditching and grading.

Pakan to Andrew. Ditching, grading and putting in culverts.

Between sections 22 and 27, township 54 range 22 west 4th meridian. Grading road.

Between sections 29 and 30, and sections 31 and 32, township 56 range 19 west 4th meridian. Grading, ditching and putting in culverts.

Between sections 4 and 9, and sections 3 and 10, township 59 range 9 west 4th meridian. Brushing, grading and putting in culverts.

Between sections 13 and 14, township 54 range 21 west 4th meridian. Grading road.

East of sections 3, 10, 15 and 22, township 56 range 12 west 4th meridian. Grading hill.

Between sections 31 and 32, and sections 5 and 6, townships 57 and 58 range 18 west 4th meridian. Grading and putting in culverts.

In township 56 ranges 15 and 16 west 4th meridian. Ditching and grading.

Approach to Brosseau ferry, south side. Grading.

In section 15, township 56 range 7 west 4th meridian. Grading approach to ferry.

Between sections 7 and 12, township 55 ranges 20 and 21 west 4th meridian. Building 14-foot span bridge.

Between sections 7 and 8, township 58 range 16 west 4th meridian. Corduroying and grading road.

Between sections 21 and 28, township 56 range 18 west 4th meridian. Grading slough.

Between sections 1 and 2, township 58 range 16 west 4th meridian. Grading road.

Between sections 18 and 7, township 58 range 23 west 4th meridian. Corduroying muskeg.

East of section 6 to 31, township 56 range 24 west 4th meridian. Opening road.

North through township 57 range 24 west 4th meridian. Making road. Between townships 55 and 56 range 24 west 4th meridian. Extending road.

Between townships 53 and 54 ranges 24 and 25 west 4th meridian. Grading road.

Cres's Nest road, in townships 56 and 57 range 23 west 4th meridian. Extending road.

Lac La Biche to Athabasca Landing. Grading Towatinaw hill and opening road.

North from Wilson bridge on Sturgeon River. Extending road.

Athabasca Landing to mouth of Lesser Slave Lake. Making road.

North Victoria Trail. General repairs.

North from Lamoureux. Making road.

Athabasca Landing Trail at Towatma bridge. Improving trail.

West of sections 1, 12, etc., township 59 range 19 west 4th meridian. Cutting and corduroying.

West of sections 2, 11, etc., township 59 range 20 west 4th meridian. Cutting out road.

Edwan to Pakan. Cutting out trail.

Between sections 3 and 4, township 54 range 24 west 4th meridian
Improving road
East of section 35 to 23, townships 56 and 57 range 23 west 4th meridian
Cutting out and corduroying.
Between townships 56 and 57 range 21 west 4th meridian. Cutting out and corduroying.
In sections 27, 35 and 36, township 59 range 24 west 4th meridian. Cutting out and putting in corduroy and culverts
Between sections 23 and 26, township 57 range 20 west 4th meridian. Cutting out, grubbing and grading
Edmonton to Fort Saskatchewan Grading to bridge.
Victoria to Lac La Biche. Repairing trail and building small culverts
Between sections 23 and 24, and sections 25 and 26, township 56 range 24 west 4th meridian Grading slough.
Between sections 19 and 30 township 58 range 23 west 4th meridian Grading to bridge.
In section 8, township 59 range 24 west 4th meridian Grading to bridge
Between townships 53 and 54 range 24 west 4th meridian Repairing road.
West of sections 3, 10, 15 and 22, township 59 range 19 west 4th meridian Grading road
East and south of section 6, township 54 range 23 west 4th meridian Grading road.
Victoria to Saddle Lake. Cutting out road
Approaches to Shandro Ferry. Improving road
Between sections 10 and 15, and sections 11 and 14, township 57 range 23 west 4th meridian Opening road.
North from River Qui Barre. Constructing road
Morinville to Edison. Extending road.
Township line east of Sion Opening and making road.
Between sections 13 and 15, and sections 19 and 24, township 56 ranges 25 and 26 west 4th meridian. Brushing and grading.
Through township 61 range 27 west 4th meridian Cutting out, grubbing and grading.
Edison to Pembina River. Grading road.
Lac Ste Anne to Pembina. Cutting out and making road
Edmonton to St Albert Repairing road
Connection line between townships 54 and 55 ranges 24 and 25 west 4th meridian. Grading and building small bridge.
From Stony Plain to Noye's Crossing Corduroying and grading
Athabasca Landing to Lake Wabiscow. Construction of road
Athabasca Landing to Lesser Slave Lake. Making road.
Mouth of Little Slave River to head of the rapids Construction of road.
Lesser Slave Lake to Peace River Landing Improving trail
Peace River Landing to Spirit River, via Dunvegan. Improving road.
Spirit River to Grande Prairie Cutting out road.
Wolverine Point to Keg River. Making road
Peace River Landing to Fort Vermilion. Opening road
From mouth of Little Slave River to the head of the rapids. Cutting road along north side of Athabasca River

FERRIES

During the season twenty-five ferries were operated by the Department, and are as follows:

1. Red Deer River at Steerford.
2. Athabasca River on the Edmonton and Peace River Road.
3. Bow River south of Gleichen.
4. Red Deer River north of Gleichen.
5. Oldman River near Summerview.
6. North Saskatchewan River at Victoria.
7. Athabasca River at Athabasca Landing.
8. Pembina River on Edmonton and Peace River Road.
9. North Saskatchewan River north of section 20-51-25-4.
10. Belly River, north of Taber.
11. Pembina River, section 10-60-1-5.
12. Red Deer River, east of Olds.
13. North Saskatchewan River, north of Lamont.
14. Battle River, south of Vermillion.
15. North Saskatchewan River, north of Kitscoty.
16. Narrows of Lac Ste Anne.
17. Peace River at Peace River Landing.
18. North Saskatchewan River at Rocky Mountain House.
19. Red Deer River at Fieldholme.
20. North Saskatchewan River township 56-7-4.
21. Red Deer River at Carbon.
22. South Saskatchewan River at Bow Island.
23. Bow River, south of Strathmore.
24. Big Red Deer River, west of Olds.
25. North Saskatchewan River at Shandro.

As intimated in last year's report, the ferry built for the Pembina River near Pembina, was put in operation; also the Content ferry at a point east of Olds on the Red Deer River, and the Old Victoria Ferry at a point north of Lamont on the North Saskatchewan River.

In addition new ferries have been installed at the following points:

North Saskatchewan River, north of Kitscoty
 Narrows of Lac Ste Anne.
 Peace River at Peace River Landing.
 North Saskatchewan River at Rocky Mountain House.
 Red Deer River near Fieldholme.
 Red Deer River near Carbon.
 Bow River south of Strathmore
 Red Deer River, west of Olds.

The ferry operated heretofore at Medicine Hat has not been required on account of completion of bridge, and was moved up the river to a point near Bow Island, and operated there during the season.

In view of the large influx of population in the various portions of the Province, and the fact that it is impossible, with the funds at our command, to construct all large bridges required, we are endeavoring so far as possible to meet the traffic demands by installing ferries as a first means of meeting the requirements.



Standard Ferry in operation on Belly River, north of Taber in 12-10-17w4.
Ferry propelled by current of river,

FIREGUARDS

The following statement gives a list of all the fireguards ploughed in the Province during the year. The total mileage being 837 3-4 miles, as against 533 1-3 miles last year.

In last year's report I intimated that in many instances we received no response whatever to the call for tenders, but this year the calls for tenders was issued as early as possible in the season, and, with very few exceptions, we were successful in getting all the fireguards completed before freeze up. It was not necessary to replough some of the old guards in view of the extension of the irrigation system.

	Miles.
Reploughing fireguard from the Little Bow River on the north boundary of township 11-19-4, eastward to the Belly River in township 11-16-4	16
Ploughing fireguard from the Crow's Nest Pass Railway following the west boundary of range 14, west of the 4th meridian, north to the Belly River	7
Reploughing fireguard from the Belly River to the Bow River following the line one mile west of the east boundary of range 16, township 12, 13 and 14, west of the 4th meridian	17½
Reploughing fireguard from the Canadian Pacific Railway on range line between ranges 27 and 28, township 23, to the north boundary of township 24, west of the 4th meridian	9
Ploughing fireguard from Bowell Station on the Canadian Pacific Railway south to the Saskatchewan River, following the line between ranges 7 and 8, townships 12, 13 and 14, west of the 4th meridian	10
Reploughing fireguard known as Stair fireguard, 8 furrows on the outside of fence, and breaking 8 furrows on the outside of the fence (abandoning the portion inside fence), from the northwest of section 12-13-7-4 to the line between townships 13 and 14, thence east to section 36-13-6-4	10
Reploughing fireguard from the Red Deer River, section 21-23-1-4, west to the line between ranges 3 and 4, thence south to the Red Deer River. Also reploughing fireguard starting on the line between ranges 3 and 4, thence west to line between ranges 5 and 6, thence south to the Red Deer River	46
Reploughing fireguard between townships 13 and 14, running across ranges 11 and 12, west of the 4th meridian to the Bow River; and also from the northeast of township 13-11-4 south along the eastern boundary of range 11 to the South Saskatchewan River	24
Ploughing fireguard commencing at the northeast corner of section 24-12-12-4 south four miles to township line thence southeasterly to Saskatchewan River, a distance of six miles. Also backsetting fireguard from the northeast corner of section 36-13-12-4 straight south on the range line to the northeast of section 24-12-12-4 to meet above guard	24
Ploughing fireguard commencing at the southeast corner of section 13-13-11-4 and running west of the Bow River	11
Backsetting fireguard starting at the southeast corner of section 25-12-11-4 and running west of the Bow River	10
Reploughing fireguard from the Belly River to the Little Bow River, along the west boundary of range 22	23
Ploughing fireguard from the South Saskatchewan River to Many Island Lake, following the line between townships 13 and 14 across ranges 4, 3 and 2, west of the 4th meridian	22½
Reploughing fireguard from the Canadian Pacific Railway north on the line between ranges 2 and 3 to meet guard on the north boundary of township 13, west of the 4th Meridian	12

Reploughing fireguard from the northeast corner of section 21-8-2-4, south to the Battle River, thence in a southeasterly direction to head of Nine Mile Coulee	11
Reploughing fireguard from Tilley on the Canadian Pacific Railway, south to the Bow River, following the range line between ranges 12 and 13, west of the 4th meridian	24
Reploughing fireguard on the line between ranges 17 and 18 from the Crow's Nest Pass Railway, north to the Belly River	6
Ploughing fireguard between ranges 20 and 21, along the west boundary of townships 12, 13 and 14, to the south bank of the Little Bow River, and along the south boundary of township 12 in ranges 20 and 19, to the west bank of the Little Bow River.....	26
Reploughing fireguard on the line between townships 9 and 10, range 19, west of the 4th meridian, to connect guards 26'56 and 26'58 ..	6
Reploughing fireguard starting at the southeast corner of township 15, range 21, west of the 4th meridian, and following the line between ranges 20 and 21, north to the Blackfoot Indian Reserve at the north boundary of township 19	30
Reploughing fireguard from Langevin Station on the Canadian Pacific Railway, north to Dead Lodge Canyon on the Red Deer River, on the line between ranges 10 and 11, west of the 4th meridian	36
Reploughing fireguard along the north boundary of township 9, from the west boundary of range 5, to the northeast corner of section 34, range 4; then commencing at the northeast corner of section 32, range 2, east to the 4th meridian	20
Ploughing fireguard from the Saskatchewan River, township 12-8-4, south to the coulee in township 10-8-4	19
Ploughing fireguard from Bowell Station on the Canadian Pacific Railway, northeasterly to the Saskatchewan River at the north boundary of township 14-5-4	15
Reploughing fireguard from the Bow River on the line between ranges 24 and 25, to the southeast corner of section 13-15-25-4	42
Ploughing fireguard on the north boundary of township 22, beginning at the Bow River and running east to the east side of range 28 ..	10
Ploughing fireguard from the South Saskatchewan River, following the line between ranges 10 and 11, west of the 4th meridian, south to Lake Enokimi	28
Ploughing fireguard along the west boundary of range 18, west of the 4th meridian, from the Crow's Nest Pass Railway to the Alberta Railway and Coal Company's line	22
Reploughing fireguard between ranges 19 and 20, in townships 9 and 10, west of the 4th meridian, from the Crow's Nest Pass Railway north to the Belly River	8
Reploughing fireguard on the west boundary of range 18, west of the 4th meridian, from the Crow's Nest Pass Railway in township 9, straight north to the Belly River in township 10	8
Reploughing fireguard commencing at the north boundary of township 26 on range line between ranges 25 and 26, north to Knee Hill Creek in township 30	20¾
Reploughing fireguard from the Calgary and Macleod Railway to the Little Bow River in range 22, west of the 4th meridian, following the line north to township 14	33¾
Reploughing fireguard from the Canadian Pacific Railway, east to Crowfoot on the range line between ranges 19 and 20, township 21, north to Dead Horse Lake, thence from Dead Horse Lake to township line between townships 24 and 25, thence west on township line between 24 and 25 to centre of section 33-24-27-4.	63½
Reploughing fireguard from the Bow River to the Little Bow River on the north boundary of township 14	34
Ploughing fireguard along the south boundary of Blackfoot Indian Reserve, that is on the north boundary of township 19, from the line between ranges 24 and 25, east to the Bow River, also reploughing fireguard from the north boundary of township 19, south on the line between ranges 22 and 23 to the north boundary of township 14, all west of the 4th meridian	71¼
Reploughing fireguard on the range line between ranges 22 and 23, commencing at the north side of section 7-23-22-4 and running north to township line north of township 24, ranges 22 and 23, west of the 4th meridian	10

Ploughing fireguard commencing at the north boundary of township 13, running north on the line between ranges 1 and 2 to the Saskatchewan River, west of the 4th meridian.	36
Ploughing fireguard on the east side of Stoney Indian Reserve along the west sides of sections 6 and 7, township 26, range 5 and sections 32 and 29, township 25, range 5, west of the 5th meridian	4
Ploughing fireguard on the township line between townships 26 and 27, from road allowance between ranges 3 and 4 west of the 5th meridian, westwards to centre of sections 35 and 2, range 5, west of 5th meridian	7½

WELL BORING

When the Province was formed, the Department had one well drilling machine in the vicinity of Irvine; since then an effort has been made to cope with the situation and four additional machines were purchased, and while the results, on the whole, have not been very satisfactory, water has been obtained in many instances. The demand for adequate water supply in some portions, particularly the southeastern portion of the Province, is very acute, and many settlers are experiencing great difficulty in this direction. The following schedule will give an idea of the work performed. The main difficulty encountered is the great depth of clay and shale formation and absence of gravel or water-bearing strata through which wells have been driven without striking water.

LOCATION	DEPTH	WATER
No 1 well at Claresholm	764 ft.	No water
No 2 well at Claresholm	120 ft.	Good supply
No. 3 well at Claresholm	120 ft.	Good supply
Well between sections 25 36-11-22-4	163 ft.	Fair supply
No. 1 well at Orton	160 ft.	Fair supply
No 2 well at Orton	128 ft.	Small supply
Well between sections 26 35-11-22-4	172 ft.	Fair supply
No 1 well at Granum	385 ft.	Fair supply
No 2 well at Granum ...	117 ft.	Fair supply
Well at Jumbo Valley, section 36-10-26-4	306 ft.	No water
Well at Rocky Coulee, sections 1 35-10 11-25-4	511 ft.	Good supply
Well in vicinity of Warner, sections 11 12 Tp. 4-15-4 ...	155 ft.	Fair supply
Well in vicinity of Warner, section 5-4-17-4.....	527 ft.	Good supply
Well in vicinity of Warner, section 28-4-15-4.....	233 ft.	Good supply
Well in vicinity of Warner, section 10-4-17-4.....	192 ft.	Fair supply
Well in vicinity of Warner, sections 7 18-4-16-4	172 ft.	Fair supply
Well in vicinity of Warner, sections 3 4-9-25-4	234 ft.	Small supply
Well in vicinity of Warner, section 7-5-15-4.....	119 ft.	Fair supply
Well in vicinity of Warner, section 23-4-16-4.....	170 ft.	Fair supply
Well near Irvine, sections 20 29-10-3-4.....	202 ft.	No water
Well near Irvine, sections 33 34-10-3-4.....	310 ft.	No water, but still drilling

Drilling is done upon road allowances, where, if water is obtained, the well is of service to the adjacent community and the operations determine if water is available and at what depth; operations being more in the nature of tests to determine if water is available, than to provide a supply for all settlers from the revenue of the Province, which would be altogether too large an undertaking.



NEW PARLIAMENT BUILDING, EDMONTON.
Facing north at foot of Eighth Street, sh-wing main entrance.

ARCHITECTURAL BRANCH

Staff: Architect, six draftsmen, two stenographers.

During the year the Architectural Branch, working together with the Structural Branch of this Department have made working drawings and details in connection with the work under construction and uncompleted at the close of the year 1907, viz.: The Normal School and Land Titles Building, Calgary; Court Houses at Cardston and Wetaskiwin, and the Assembly Hall at Edmonton.

In addition to the above, this force prepared the following drawings:

Drawings for new work which has been started and completed during the year, Telephone Exchange, Strathcona.

Drawings for new work which has been started, but remains uncompleted at the first of the year 1909, are as follows: Parliament building and Court House, Edmonton; Court House at Lethbridge; Asylum, at Ponoka; Heating Building and Telephone Warehouse at Calgary.

Sketch plans have been prepared for typical cottages in connection with the Acute Hospital Building for the Insane at Ponoka; typical jails to be built at Lethbridge and other places as required.

THE PARLIAMENT BUILDING, EDMONTON.

The Parliament Building will be situate on the hill previously occupied by the Hudson's Bay Company's chief factor's residence and overlooking the plateau on which the Hudson's Bay Company's old fort building still stand, some thirty odd feet below. It is bounded on the north by Saskatchewan Avenue, and the center line of the building is directly on the center line of Eighth Street. The grounds consist of about twenty-seven (27) acres, and occupy that portion of the Hudson's Bay Company's reserve known as the "Old Fort Site," which consists of a rounded hill and plateau standing well out into the North Saskatchewan Valley, and commanding a most magnificent view of up and down the stream east and west. The location is nearly central in the city of Edmonton, in an easterly and westerly direction, and being situate on the hill overlooking the river, commands a position nearly central between Edmonton and Strathcona in a southerly direction. In these respects and from a scenic standpoint, commanding view and point of present and future convenience, the site could not be well excelled.

Apart from these somewhat practical considerations, the historic side should not be lost sight of, as it commands, what in the days gone by, and in the minds of men long laid to rest, was the most strategic position on the banks of the North Saskatchewan River and one of the most important trading posts of the Hudson's Bay Company in the then North American wilds. While it is with a degree of pride and pleasure that we note the changed conditions from the fur trader's life to a prosperous modern civilization, said a prominent official recently, we must admit the feeling that we are, after all, only aiming to establish for our people the most important

and imposing structure in the province upon a site, in our judgment, well suited for the purpose, and in doing so following in the footsteps of the Officers of the historic trading company who established themselves upon the same ground some two generations before.

The drafting work in connection with the Parliament Building consisted of making scale and full size details of the external walls, together with the necessary drawing and schedule required for estimating purpose for all masonry to the base of the central dome.

General Description.

This building is being built in the form of a "T", having the main facade parallel to, and 200 feet south, of Saskatchewan Avenue, and the main entrance directly opposite the center line of Eighth Street. The building is designed on strictly classical lines, following the lines of the Corinthian order.

Dimensions.

The main entrance or center pavillion is 83 feet wide, flanked on east and west sides with administrative wings, each wing being 130 feet long, exclusive of entrance steps, which extend away from the ends a distance of 42 feet each.

The main entrance pavillion, including entrance steps, extends north from the main facade a distance of 75 feet from which point the building measures on its north and south axis two hundred and ninety (290) feet.

The building is 58 feet high from the ground line to the top of the main cornice, and from the entrance line to the base of lantern on the dome is 88 feet. In general the building occupies a plot of ground 427 feet by 290 feet and from the ground to top of dome is 178 feet.

Construction.

The building is of strictly fireproof construction, having broad concrete footings and foundation walls up to the ground line. Above ground the exterior walls are faced with stone masonry, backed with brickwork and furred on the inside faces, with hollow porous terra cotta blocks for the purpose of providing air spaces to prevent dampness and to make a solid background for plastering work. The interior is of steel construction consisting of steel columns supported on concrete footings and steel floor beams and roof trusses. All of this steel work will be fireproof, using concrete, bricks or terra cotta as best suited for the work.

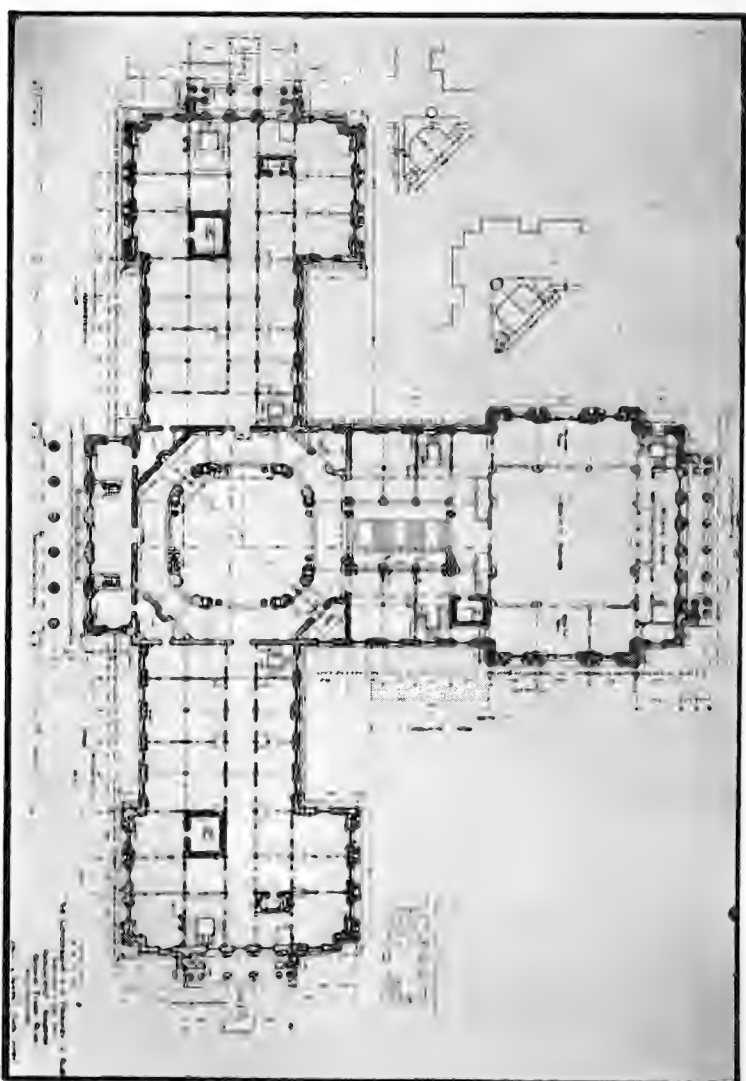
The steel work is a unit in itself, and is not dependent on interior partitions for support.

The walls of the rotunda and vaults are built of first class brick masonry. All other interior walls are built of hollow porous terra cotta blocks and so designed that at any time any partition, or set of partitions, on any floor may be removed without interfering with the construction of the building, and with a minimum interference with the business operation of any Department.

The floors will be of reinforced steel concrete construction or protected steel beams having marble and tile floor finishes.

External Appearances.

The building in its general appearance will give one a feeling that it is substantially built of masonry structure, free from osten-



Main floor plan: New Parliament Building, Edmonton.

tatious carvings, and yet with its massive entrance columns and pavilions of the administration and legislative wings breaking the plain wall surfaces, and the low dome which surmounts the whole it will make one feel that a conscientious effort has been made to produce a simple pleasing structure, and yet one that is in keeping with a large monumental public building of this character.

At first glance one would think there were but four (4) stories to the building, but in reality there is a sub-basement, and an attic story in addition to those disclosed at a glance at the front or north elevation. The sub-basement is below ground, as its name naturally implies, and the attic story is on the roof above the cornice behind the balustrade.

Internal Appearance.

The general offices of the administrative wings will be plainly finished in plaster, and in keeping with dignified business methods. The main entrance rotunda dome, and all public and private rooms in the legislative wing will be finished in marble and decorative plaster, and decorative oil or water color paintings.

Use of Building.

All floors of the wing buildings will in general be used for Departmental business and will be wholly apart in their uses from those of the legislative wing, which will be mainly at the disposal of the legislative body. The museum in the basement, and the library and cafe on the first floor will be placed in the legislative wing.

Administration Wings.

The administrative wings have their ends facing east on Seventh Street and west towards Ninth Street. They will be approached by neatly laid out paths and carriage drives. Two (2) entrances are provided at each end of the wing buildings, one for the basement entrance at the ground level, and the other up a flight of stone steps, which are forty-five (45) feet wide at the start, and gradually close to a width of thirty (30) feet. After passing through the arcade entrance and vestibule of the wing buildings, we enter a central corridor flanked on one side with service elevator and on the other side with service stairs, both of which are enclosed in separate fireproof walls continuous for the full height of the building. Continuing along the corridor we pass the general offices of the Departments, coming finally to the corridor surrounding the rotunda.

Entrance.

As we approach the building via Eighth Street, we cross a masonry viaduct, which will span Saskatchewan Avenue, which street is below the ground line of building at its crossing of Eighth Street; after crossing the viaduct we come to a choice of two entrances, one of which is a basement entrance under the masonry steps, or by going up the steps, which are flanked on either side with massive buttresses, which have a clear opening of 60 feet between them, ornamental with moulded cap stones, and surmounted with four (4) bronze lamps. Upon reaching the top of the main entrance steps, we pass between six Corinthian columns, each column being four feet in diameter and forty feet in height; crossing the entrance porch we come to the main entrance, which consists of three (3) large circular top masonry openings, in which are placed

ornamental bronze doors. Continuing on our way we pass through a spacious vestibule, and come to the corridor surrounding the rotunda.

Rotunda.

The corridor surrounding the rotunda is from ten to twelve feet wide. In the two angles nearest the main entrance there will be niches for statuary, and the other two angles will contain public elevators which run from the basement to the attic floor. This corridor will have plaster walls, and beamed ceilings in decorative plaster and marble.

The rotunda is forty-six feet square with a circular well at the center, for the purpose of lighting the basement story, having octagonal corners, and extending upwards from the first floor to the third floor with a gradual springing out made from the octagon with circular pendants, until a complete circle is arrived at, and this circle is carried up with circular top windows, and ornamental pilasters and cornices to the elliptical beamed and paneled ceilings of the dome.

There are openings all around the rotunda at every floor level, having square or circular tops as best suit the design; these openings are finished with ornamental marble columns and balustrades. The pendants which spring from the octagon corners, are paneled, and the circular friezes immediately over will have an oil or water color painting of a suitable design representing scenes historical or typical of the Province.

The general finish of the rotunda and its corridor will be in marble and ornamental and decorative plaster work.

Grand Staircase Hall.

When we leave the rotunda and approach the legislative wing we have a choice of passing on either side of the grand staircase to the library or restaurant. Going up the grand staircase, and arriving at the top or second floor, we face the legislative chamber, with its ornamental entrance and bronze doors.

The sides of the grand staircase hall have ornamental columns finished with a moulded cornice, and above the cornice springs a barrel-vaulted ceiling which is beamed and paneled, and has an ornamental glass skylight. The two long sides and one end of the ceiling will have lunettes, which will be decorated with pictorial paintings. Around the grand staircase hall will be corridors finished on open sides with ornamental balustrades and pedestals for statuary, and on wall sides with decorative panels and pilasters.

The general finish of the grand staircase hall will be in keeping with that of the rotunda.

Legislative Chamber.

The legislative chamber is a room fifty-six feet square and extends in height through the second and third storeys. In its design it follows the dignified lines of the Ionic order, there being two detached columns on each of the four sides, and angle pilasters at the corners.

These columns are brought together with a moulded cornice continuous around the four sides of the chamber. Above the cornice will be a large barrel vault having paneled beams and ceilings and ornamental glass skylight and in the north and south ends will be large elliptical lunettes, which will have grand historical pictures painted

on them. The sides of the chamber will have solid partitions separating the Speaker's room, members' and general retiring rooms from the chamber. The Speaker's and members' rooms will have fireplaces and all toilet accessories and conveniences.

Over the rooms surrounding the legislative chamber on the third floor will be the various galleries given over to the use of the public, members' and Speaker's friend, and the press. In addition to the press gallery there will be a room given over to the use of the members of the press directly connected with the press gallery for the purpose of making up their reports.

The rotunda will have two public elevators, access being gained to them through arched openings on the basement and first floors and by way of the corridor around the rotunda on all floors above the first floor.

Besides the grand staircase in the legislative wing there will be service stairs to the basement, private stairs for the members of Parliament, and stairs to the galleries for the public, one vault and private lavatories.

The building will be heated and ventilated by a modern system of steam, hot water and warm air, that has proven successful in other buildings of this character and uses that this building will be put to. All parts of the building will be cleaned by pneumatic or vacuum process.

The plumbing will be of the very best and will have fixtures for hot as well as cold water.

The heating, ventilating and pneumatic plants will be installed in the sub-basement story, but the main steam and electric plant will be in a separate power station situate several hundred feet away from the building to avoid smoke and gas nuisance.

Access from the power station to the building will be by tunnel connected with the sub-basement of the building. This tunnel will also be used for transmission purposes for main steam and vacuum pipes and electrical wires.

COURT HOUSE BUILDING, EDMONTON.

This structure which is to be a two-story and basement building of masonry and fireproof construction, will be located at the southwest corner of McDougall Avenue and May Street. The general treatment of the exterior, which produces a purely classic effect, leaves nothing wanting from an architectural standpoint. There is just sufficient detail in the entrances and cornice to agreeably relieve the broad, simple lines of the facades.

The drafting work in connection with the above building consisted of working drawings, scales and full size details, necessary for contractors to tender thereon.

Description.

Owing to the location of the site, the building will have two principal entrances, both of equal importance, one being on McDougall Avenue and the other on May Street. Both of these entrances are similar in design, following the Ionic order, each consisting of a broad flight of granite steps flanked on either side with masonry buttresses, surmounted with electroliers of an appropriate design.

At the top of the steps are six columns, each three (3) feet in diameter and twenty-eight (28) feet high, surmounted with a

stone pediment, the typanum of which has a sea' of the Province in the center, executed in carved stone. On either side of the porches are wings of a plainer design, thus emphasizing the classic beauty of the entrances.

The arched doorways of the main entrances, which are in the center of the porches, have moulded stone architraves and paneled bronze doors. From the entrance a corridor having public and private offices on either side, connects with the central rotunda.

Access to the building can also be obtained from the basement and side entrances opening into the lane; the basement entrance connecting with the police headquarters, while that of the side entrance leads to the rotunda.

The rotunda is of rectangular shape, having ornamental marble and plaster columns and pilasters together with beamed ceilings. The principal staircase, leading up to the second floor, is placed in the center of the rotunda facing McDougall Avenue. This staircase is built of marble, plaster and ornamental iron.

On the second floor, the rotunda is surrounded with a gallery, having ornamental plaster columns, pilasters and beamed ceilings, the center feature of the ceiling being an ornamental ceiling light set in plaster work. Opening off the second floor gallery are the public entrances to each of the four court rooms and library. Between the court rooms are located the jury rooms and judge's retiring room.

In general the building will be finished in oak and ornamental plaster work, being appropriately paneled and finished to harmonize with the particular uses of each court or room.

In floor arrangements the disposition of the various courts, departments and offices have been worked out with a view to facilitate the transaction of business between them. The arrangement of the second floor is especially worthy of comment. Here the four courts are so placed as to be entirely separate from each other, the civil, criminal and district courts each being provided with an individual jury room conveniently situated. Located between the criminal and district courts are rooms for male and female witnesses, each being separated from the other by a third room, to be used for the accommodation of lawyers interested in the court proceedings. The library, a large spacious room, conforming in general outline with civil and appeal courts on either side, is advantageously placed at the front of the building.

The basement wall of the building up to the first story will be faced with granite on all four sides above which course Calgary sandstone will be used for all elevations.

COURT HOUSE BUILDING, WETASKIWIN.

The Court House at Wetaskiwin is of concrete and rubble stone foundation, the exposed portion of the basement story being faced with rock faced coursed ashlar in Calgary sandstone; above the basement story the walls are of brick masonry, the exterior faces being built of red pressed bricks and trimmed with sandstone and finished with a sheet metal cornice in the Ionic style of architecture, painted in a color to harmonize with the sandstone trimmings.

The drawings for this building were completed during 1907 with the exception of special details necessary to further illustrate the work, which were prepared during this year.

The building occupies the center of eleven (11) city lots



New Court House, Edmonton.



New Court House, Wetaskiwin.

bounded on the north by Pearce Street, on the east by road allowance, on the south by Lansdowne Street, and on the west by Dennis street and known as block 62, lots 1 to 11 inclusive.

It is rectangular in plan and has projecting wings on each side at the front, the main part of the building is 40 feet wide by 84 feet long, three (3) stories high; the projecting wings are each 24 feet wide and 40 feet long two (2) stories high, all having a high full basement under same.

The foundation walls enclose a full basement of nine (9) feet, in which are located the caretaker's apartments, furnace room, vault and storage space and cells for prisoners awaiting trial. These rooms are reached from a stairway at the west side of the building, connecting with the side entrance and cross corridor on the first floor.

Entrance is gained to the building at the first floor level, through the main entrance facing the north; a rear entrance on the south and a side entrance on the west.

The main entrance is reached after going up a flight of concrete steps, twenty (20) feet wide, flanked on each side with sandstone buttresses, and passing through a semi-circular arched doorway, which has a stone pediment over same supported on carved brackets.

After passing through the doorway, one steps in a vestibule which is 6 feet wide and 10 feet long, being in length the full width of the main corridor, which divides the building on its central and longitudinal axis into two (2) parts. At the south end of this corridor are the main stairs leading up to the public space of the court room, and under these stairs is the rear entrance and vestibule.

Opening off each side of the main corridor, on the central axis of the wings, are cross corridors, one of which connects with the west entrance, and both having private stairs for the taking up of prisoners to the court room, and for the use of the judges and other court attendants.

On the first floor are public and private offices for the sheriff, district and court clerks and judges chambers; also two (2) vaults and lavatories for men and women.

On the second floor is a cross corridor, directly over the one on the first floor. Opening off of this corridor, on the north side are private rooms for judges, lawyers and library; on the south side are two entrances to the court room and stairs to the attic story.

The court room is of a rectangular plan, being 35 feet wide and 40 feet long, two (2) stories high with abundant lighting from high windows and a ceiling light. The public gain access to the court room by going up the first run of the main stairs from the principal corridor on the first floor, and turning to the right and left go up a second run to the court room floor, where the entrances to same are at the head of the stairs. Opening from the judicial part of the court room are the witness and jury rooms. These rooms have no other doors to same, thus bringing them immediately under the supervision of the sheriff and judges. They each have private toilet accommodations, so that there is no necessity for people occupying same during the time a trial is in progress, and thereby interfering with the continuance of the trial thereon.

There are also private toilets for judges and lawyers on this floor, the public has toilet accommodations on the first floor.

The attic story occupies the front part of the main building, it is provided with retiring and bath rooms for the use of the jury

men in case they are held over night before reaching a verdict.

The entire structure is finished in white plaster and wood trim. The caretaker's apartments and the attic story having fir floors and trim, finished natural, using a wax finish; the rest of the building is finished in red birch, having a natural wax finish, and mahogany stained doors. The court room ceiling has deep plastered beam ceiling, the beams resting on plaster pilasters having ornamental Ionic capitals. At a height of 5 feet all round the court room is a panelled wainscoting in red birch.

All toilet and lavatory fixtures are the best of modern makes of first quality enamelware and have nickel plated fittings.

The building is heated by direct steam radiators, placed at exposed points, usually under or near windows.

The building has open wiring for electric lights.

Fire protection is taken care of by two supply pipes having fire hose on each floor connected to same. This fire pipe service, as well as the water supply to plumbing fixtures is connected to a well on the premises, the water is pumped up to a tank in the roof and then falls by gravity to the various outlets. The sewage disposal is by a septic tank apparatus, which after passing all refuse through same discharges it as clear water 95 per cent pure. As soon as the city's water and sewer systems are installed, the present systems in the building will be changed to use the city's systems.

Externally the building presents a substantial appearance though somewhat plain, as no attempt at an elaborate exterior has been made, outside of the carving at main entrance; the front porch with its pediment and Provincial Seal and the cornice work.

During the year of 1909 the grounds will be levelled, walks laid out and the property cleaned up and put in a presentable condition after the contractors work is completed.

ACUTE HOSPITAL FOR THE INSANE, PONOKA.

The Acute Hospital for the Insane at Ponoka is of stone and brick masonry walls, Calgary sandstone being the stone used, steel, concrete and terra cotta block construction and plaster trim. It is a cross in plan, occupying a plot of ground approximately 234 feet long and 139 feet wide. In its arrangements it is composed of a central administration building 139 feet long by 45 feet wide, flanked on each long side with wings for the patients, living quarters; each wing being approximately 42 feet wide and 95 feet long.

All of these buildings are three stories high and a high basement has been provided all around except for the front half of the administration building.

The drawings for this building were incomplete at the close of the year, but enough were prepared to give the Structural Department the necessary information for the excavation and piling work, together with the quantities of various materials required to be used in the work of construction.

The building occupies the center of a large knoll in a tract of government land amounting to 800 acres situated in section 29 and S. W. $\frac{1}{4}$ of section 32, Tp. 42, Range 25, west of the 4th meridian. The main buildings are located on the N. W. $\frac{1}{4}$ of section 29 at a distance of 1200 feet east from the west boundary, and 500 feet south from the north boundary of this section.

Administration Building.

The basement of the administration building is unexcavated

for its front half, except as may be necessary for the installation of ventilating ducts and elevator well; the rear half will be excavated to a full basement of ten (10) feet to accommodate the ventilation apparatus, laundry and storage of kitchen supplies.

The main or west entrance is reached after passing up a few stone steps to a broad veranda, extending across the entire front. The entrance is built up of wood having a single door in the center, planked with side lights and transom light over same.

On entering we approach a central corridor 8 feet wide passing through a small vestibule. At the end of the corridor is a doorway connecting with the cross corridor, which is a continuation of the main corridor of the wing buildings, and a stairway leading up to the second floor.

The corridor is flanked on the right hand side with a public and superintendent's office, examination rooms, and toilet room; on the left hand side, with a reception room, matron's office, officials' and nurses' dining-room and patients' diet kitchen. Opening off the cross corridor is a combined passenger and freight elevator of a size large enough to accommodate a sick patient lying at full length on a portable bed or stretcher.

Adjoining the cross corridor are large dining-rooms for male and female patients, each being 20 feet wide and 32 feet long, the partition separating these dining rooms is a moveable one so that the two rooms can be made into one assembly hall 40 feet by 32 feet. Adjoining the dining-rooms is a service room, connecting with the kitchen, which is 20 feet wide and 41 feet long, having refrigerator connected to same and service stairs to basement store room. The kitchen has been made of generous proportions to take care of the cooking for all inmates of the Acute Building as well as for the patients of the cottages, which will be erected from time to time.

The front part of the administration building on the second floor is given over to the domestic uses of the officials and female trained nurses. It is divided by a central corridor, leading off of which, on the right hand side, is a general sitting room, superintendent's bed room with private bath adjoining, a small dormitory and bath room; and on the left hand side is a library, matron's bed room with private bath adjoining, and two large bedrooms or a single dormitory.

Opening off of the cross corridor, which is directly over the first floor corridor is the elevator and an entrance to one of the bedrooms.

The rear part of the building on this floor is given over to one large and one small linen room, both opening off of the cross corridor. In the center of this part of the building are two entrances opening off of the cross corridor into the special treatment rooms. These rooms consist of a central corridor or rest room, flanked on either side with dressing, massage, electro-therapy and toilet rooms and at the end opposite the entrance is a hydro-therapy room. In all these treatment rooms patients are given scientific electric massage, and hot and cold water treatments designed to stimulate circulation and eventually eradicate the cause of mental disorders, which in many patients are caused by other than brain troubles.

The front part of the administration building on the third floor is given over to domestic uses for trained and untrained male and female nurses or attendants, there being seven bedrooms, two

bathrooms, and a linen closet. Access is gained to these rooms by long central corridors opening off the cross corridor.

The rear part of the building on this floor is given over to hospital purposes, provisions being made for male and female wards, each having toilet, bath and living rooms; and operation room, with preparation and recovery rooms adjoining.

Wing Buildings.

There are two of these wing buildings, one given over to male and the other to female patients; as both are identical in their planing a description of one will apply as well to the other.

The basement of a wing building is excavated complete, thus making a full basement, and by a system of terraces full height windows are used nearly all around the building, thus giving well lighted and airy rooms.

There is a longitudinal corridor connecting with the cross corridor of the administration building, which is in reality a continuation of the wing building corridor, but being separated from same by fire door set in a brick fire wall. Adjoining the fire wall and surrounded by solid brick walls for the full height of the three floors above the basement, is a fireproof stair case, serving each floor and having fire doors opening into same from each corridor, another stair case located at the opposite end of the building is enclosed and constructed in a similar manner.

Parallel to and adjoining the corridor is a room 12 feet wide and 33 feet long, which is given over for a work room, where shoes and other light repairs are made by patients, at the end of the corridor is another room 30 feet wide by 39 feet long, having a fire place at one end and a large bay window on the exterior side. This room is given over to recreation purposes, adjoining the recreation room and opening off same is a room 19 feet wide by 42 feet long, which is used as a daily exercise room whenever weather conditions prohibits outdoor exercise. Opening out of the recreation room is the second stair case previously mentioned and a corridor connecting with the outside. Opening off of this corridor is a toilet room and a game room for the storage of apparatus used in out door games and exercises.

All the floors above the basement story are identical in their planing with but few exceptions, there being from three to five single bedrooms on each floor. The largest number of five occurring on the first, the second floor has three as a bath room fitted up with two (2) bath tubs and other electric bathing apparatus, occupies the space of the single bedrooms, and on the third floor one bedroom is given over to a corridor leading to the exterior fire escapes. All of these rooms opening off the longitudinal corridor as previously described.

There is a sun porch 12 feet wide by 33 feet long paralleling the corridor. These porches on account of their width will permit of patients occupying them during stormy weather, thereby not losing their customary daily hours of outdoor living, when the conditions of the grounds are not suitable for walking thereon, as would be the case during long rainy periods.

All the porches are three stories high; those on the first floor have steps leading to the ground thus providing approaches to separate entrances which are desirable at times when it becomes necessary to take care of an unruly patient on the grounds and bring him

or her back to the building with as little disturbance as possible.

At the end of the long corridor is a pleasant day room having a fire place and a large bay window.

Opening off of the day room is a dormitory accommodating eleven (11) single beds, and directly connected with the dormitory are two rooms, which can be used as private rooms for nurses or single bedrooms for patients. A small corridor separates the day room and dormitory from the toilet and bath rooms, and linen closet. A fire door at the end of the day room gives access to the stair hall and thence another door to a porch 13 feet wide by 15 feet long.

Construction.

On account of the isolated location of this building and the consequent lack of fire fighting apparatus and assistance which would be available from a city fire department, it was decided to build entirely of fireproof materials and provide local fire fighting apparatus which would be handled by the nurses and attendants, they having special fire drills to make them proficient in the uses of same.

The basement walls are of rubble stone, built up on concrete footings, these walls together with concrete piers under columns, support the steel and concrete floors, columns and roofs. The steel structure being entirely protected with concrete.

The interior faces of the external walls separating the wing buildings from the administration building which are of hard burned red bricks, are built of terra cotta blocks.

The walls and ceilings will be finished in Portland cement plaster and painted in light green and buff colors, which colors absorb the least daylight and are the most restful in their effects on patients.

In general the interior finish will be plain; plastered beam ceilings will be used in the day rooms and enamelled painted walls for all toilet and bath rooms, and the hospital and treatment rooms.

The doors in the administration building will be glazed as well as all exterior doors, but doors to patients rooms will have panels of sheet steel and transom lights over same. All the doors are of oak, those for patients rooms being extra thick of solid wood.

All hardware is of the best makes and made specially for this type of a building.

All floors will be covered with cork carpet, or linoleum cement thereto. This makes a cheap and durable finish and one which can be easily taken care of and is non-slippery.

All lavatory, bathroom and toilet fixtures are the best of the modern makes and made specially for the people which this structure accommodates, being fitted with hot and cold water fixtures, which are always under direct control of the nurses or attendants.

The building is heated under two systems, viz : a warm air blower system for private rooms, and direct steam radiators controlled by a system of thermostats at exposed points in day rooms, dormitories, corridors and large rooms in the administration building.

The building is wired for electric lights, intercommunicating telephone, call bell and fire alarm systems. All this wiring is run in iron armoured conduits, and by this arrangement repairs are easily and quickly made without cutting or injury to the finished structure.

An isolated power plant connected to the center building by

a tunnel, generates high pressure steam for the driving of an engine which is directly connected to a direct current generator, which furnishes electricity for lighting and power required to light the different buildings and grounds; to operate the elevator, laundry equipment and water supply pumps and for the electric treatment apparatus. Steam under high pressure is taken to the laundry for water heating purposes and to the kitchen for cooking purposes.

A warm air heating and ventilating plant is located in the basement of the administration building, where outside air is introduced into a warming chamber (heated by steam) being forced by a motor driven fan through a water spray to clean and humidify it, after which it is distributed to the various outlets.

Externally the building presents a substantial appearance with rock faced course sandstone basement, supporting the three story brick structure above, with the main entrance porch and porches of wing buildings relieving the uniformity of the brick work. There are also continuous bands of brick work at each floor level, which have a tendency to give added length to the entire structure, which in the setting of the building is quite appropriate with its environment. The building is finished with a high cement plaster frieze in a buff color and a large overhanging cornice supported by heavy brackets all topped out with a low pitched roof.

NORMAL SCHOOL, CALGARY.

The Normal School at Calgary is of masonry walls, Calgary sandstone being the stone used, wood and steel floor construction, and wood and plaster trim. It is rectangular in plan, being approximately 93 feet wide and 127 feet long; three stories high, in addition to a high basement and janitor's apartments on the roof, forming an attic.

The school was opened in September and with the exception of a few minor details is completed. This structure is the largest educational building finished to date in the Province and the most pretentious one finished by this Department.

The drawings for this building with but a few exceptions were prepared by my predecessor in office, and the actual work of construction was started under his supervision during September 1906.

The building occupies the center of a large block of ground bounded on the north by Fourth Avenue, on the east by Sixth Street West, on the south by Fifth Avenue, and on the west by Seventh Street West.

The construction of the basement walls, which are of concrete and masonry construction, slowly proceeded during the winter months of 1906-7 and were completed in June 1907, at which time the corner stone was laid by Premier Rutherford.

These foundation walls enclose a full basement of thirteen (13) feet in height, in which are located two (2) gymnasiums, one for boys and the other for girls, each having its toilet, washing and locker rooms. The heating and ventilating apparatus is also located in the basement. On account of the good height in the basement, ample day lighting has been provided for these rooms, thus doing away with any criticisms as to the propriety of putting this part of the building to its present uses.

The erection of the superstructure was vigorously prosecuted during the summer of 1907. Later on in this year the contracting company having the work in charge made an assignment, which



NORMAL SCHOOL, CALGARY
Facing East showing main entrance

delayed the constructing work for a time. After the legal requirements occasioned by this failure had been met the work of completing the building was proceeded with by day labor under the direction of the Department, and it was vigorously carried forward to completion and finished as above stated. The building was opened for school purposes in September, 1908, and was dedicated on November 6th by Premier Rutherford.

Entrance is gained to the building at the ground floor level, through the main entrance facing the east, and side entrances on the north and south sides.

The main entrance is reached after going up a broad flight of granite steps and passing through a triple arched entrance into the main hall which is twenty-two feet wide and thirty feet long. This entrance hall is separated from a cross corridor by two ornamental plaster columns. This cross corridor is twelve feet wide and in length extends the full width of the building, ending in vestibules at each end, where are located the north and south entrances as well as the main stair cases.

On the right hand side of the main entrance hall is the principal's office and on the left hand is a teachers' retiring room, both of these rooms have closet and toilet rooms conveniently attached.

Opening from the cross corridor are four large class rooms, there being one class room in each corner of the building, and two dressing rooms conveniently located to these class rooms and opening on to the corridor. These class rooms are rectangular in shape, being approximately twenty-nine (29) feet wide by thirty-eight (38) feet long by fourteen (14) feet high and are well lighted on two (2) sides.

The second and third floors are identical with the ground floor in their planing, having four class rooms and two dressing rooms each. On the second floor is the library and on the third floor is the assembly hall, each occupying the center portion of the front side of the building over the main entrance.

On the roof is built the janitor's quarters, the frontside of which forms an attic story, thus crowning the entire structure.

The building throughout is finished in white plaster, oak and fir woods, some ornamental plaster has been used in the main entrance hall, in the library and assembly hall; but in general no attempt has been made to make this work of a lavish nature.

The class rooms, halls and corridors and stairs are finished in panelled oak having a weathered oak stain and wax finish, which in time to come will naturally grow darker and present a far richer appearance than it even does today.

The wood finish in the basement and caretaker's quarters is of fir, finished similar to the oak trim. All floors are of maple with natural finish in hard oil.

All toilet and lavatory fixtures are the best of modern makes of first quality enamelware and having nickel plated fittings.

The building is heated by direct steam radiators placed at exposed points. The flow of steam through them being controlled by thermostat valves, which are operated mechanically and shut off the steam supply whenever the temperature in the different rooms reaches a certain point, which temperature is determined by

a thermometer placed in each room and a pointer brought to the degree of temperature it is decided to have that room heated to.

Mechanical ventilation has been provided, by means of ducts from the roof connecting with an air chamber in the basement. The air is sucked down these ducts, and after being warmed in the air chamber it is forced by a fan through ducts to the various rooms, where after circulating around same it passes into another set of ducts and thence through them to the roof to the outer atmosphere.

The building is wired for electric lights, having the wires run in iron armoured conduits, thus permitting of repairs or renewals being made without any further cutting or damage to the completed structure. This method of wiring is also a safe guard against possible fire, resulting from careless wiring work. Fire protection is taken care of by supply pipes having fire hose on each floor connected to same, ready for any emergency. This fire pipe service, as well as the water supply to plumbing fixtures, is directly connected with the city water service, but is not entirely dependent on same, as a 2,000 gallon steel supply tank has been installed in the attic under the roof to provide for any sudden or temporary failure in the city supply. Wrought iron fire escapes have been placed on the rear of the building to provide emergency exits in case of fire.

Externally the building presents an imposing appearance with its massive masonry base, supporting the finer work of the superstructure, together with the main entrance arches supporting the colonade above them, all being crowned with a copper cornice and the attic storey with its circular windows.

Broad footwalks of concrete have been put in from the side entrances to the city sidewalks. The rear yard has been levelled and spread with fine crushed stone for play ground purposes, and a driveway has been constructed leading to Seventh Street West. The front yard has been partially levelled, but no provision has yet been made to put in walks or drives, turfing, flower gardens for ornamental purposes, or small patches for vegetable gardens in connection with nature study work. Lawn water pipes have been installed to which garden hose can be attached for sprinkling purposes.

LAND TITLES BUILDING, CALGARY.

The Land Titles Building at Calgary is of concrete and masonry walls, Calgary sandstone being the stone used; steel and concrete floor and roof construction; plaster, marble and ornamental iron trimmed.

It is "T" shape in plan, the main part of the building is 48 feet wide by 86 feet long and the projection towards the north is 33 feet wide by 50 feet long, all being two stories high with a high basement.

The general drawings for this building were completed during 1907, scale and full size details being prepared during this year.

The building is located on the block of ground bounded on the north by Sixth Avenue, on the east by Fourth Street West, on the south by Seventh Avenue, and on the west by Fifth Street West, but more particularly the south and central portion of same facing on Seventh Avenue.

The foundation walls enclose a full basement of ten (10) feet, in which are located a public lavatory; three (3) store rooms, a book room, two (2) storage vaults and janitor's living apartments.



New Land Titles Building, Calgary.



New Court House, Cardston.

These rooms, with the exception of the book room and storage vaults, are reached from a central corridor which has two stairways connecting same to the main or first floor. Admittance is gained to the book room and storage vaults from private stairs directly connected with the main office on the first floor.

Entrance is gained to the building at the first floor level, through the main entrance facing the east, and a side entrance on the west side.

The main entrance is reached after going up a flight of granite steps twenty-three (23) feet wide, flanked on each side with sandstone buttresses which have ornamental cast iron electric lighted posts on same, and passing through a square top doorway, set in a semi-circular arched entrance feature which in turn is protected by a pediment supported on two (2) Ionic columns and two (2) projecting pilasters. After passing the doorway, one steps into the entrance vestibule, which is 6 feet 6 inches wide and 21 feet long. Directly in the center of the entrance vestibule is the principal entrance to the basement. This basement entrance is of cast iron and has side lights of plate glass. On either side of the basement entrance are double swing doors, which give access to the public space on each side of the main stair case.

This public space is in the center of a large general office 14 feet high, which office is approximately 26 feet wide by 83 feet long, with a side projection of 13 feet wide by 46 feet long. The public space proper is given over to the transaction of public business and is separated from the general office by a broad sheet metal counter, which takes the general form of a horse shoe. Behind this counter is a passage all around same, and opening off this passage are private offices for the Registrar and Deputy Registrar, and semi-private offices for stenographers and clerks. These semi-private offices are separated from the public space and each other by ornamental cast iron partitions 7 feet high and glazed with figured wire glass.

On the west side of the general office is a side entrance reached by stairs from the first floor and these stairs continue to the basement.

Directly at the rear and in the center of the general office is the entrance to two (2) vaults, separated from each other by a central corridor 5 feet wide. These vaults are each 18 feet wide by 19 feet long and are arranged to accommodate filing cabinets along the walls and a standing desk in the center.

At the entrance end of the public space is the main stair case, which is of ornamental cast iron. The first run of this stair case is 8 feet wide and after going up same a landing is reached, directly over the main entrance vestibule and forming the ceiling of same. A large semi-circular arched window provides good lighting on the landing as well as assisting in lighting the public space on first floor and the second floor corridor. Turning about on this landing and going up a few steps on either side of the first run the second floor corridor is reached.

The second floor corridor is 7 feet wide by 61 feet long, opening off of it at each end are private lavatories, there being one each for men and women. There are six (6) private offices opening off of this corridor, along the exterior walls and in the center of same, opposite the main entrance stairs, is a general office 12 feet high, 32 feet wide by 56 feet long. This general

office is lighted by two (2) side windows and on overhead ceiling light of figured wire glass. At the rear of the general office are two (2) vaults of similar size and arrangement, and directly over the first story vaults.

The building throughout is constructed of fireproof materials and finish.

The basement walls are of rubble stone and hard brick pier construction, supporting steel and concrete floors, posts and roofs. The steel structure being entirely protected with concrete.

The interior faces of the external walls are protected from dampness by hollow porous terra cotta furring blocks.

All partitions above the first floor are built of terra cotta, except the vault wall, separating vaults and offices. This wall is of brick 18 inches in thickness and is carried up from the basement through the roof and there forming a fire wall above same. There are three (3) openings through this wall, there being one (1) each in the basement, first and second stories. No part of the framing builds into this wall, so that in the event of a possible collapse of the floors or roof from fire or any other cause, these vaults would still stand intact.

The walls and ceilings will be finished in Portland cement plaster and painted in colors which absorb the best light and produce a restful appearance to the clerks' eyes.

The large general offices have beamed ceilings and free standing columns and engaged pilasters have ornamental caps, all made up of plaster.

In all private offices the window openings and doorways are finished with plaster architraves, sills, plinths and bases around same. The doors are paneled in copper and glazed with figured wired glass. The floors of all private offices are of concrete and covered with cork carpet cemented thereto or some other soft, but thoroughly durable floor covering. The floor of the general office on first floor is of rubber laid in figured patterns using buff and copper colored interlocking tiles.

This rubber tiling has been adopted to minimize the disturbance arising from the noise caused by several people walking on the floor at the same time, and at times this noise would be quite a disturbing element when there are many people in the room.

The base of the main entrance vestibule, the general office on first floor and base around walls of general office on first floor and corridor on second floor are of marble. All this marble work is a dark green with a white veining running through same. White marble with a dark veining has been used for main entrance vestibule floor, stair treads and landings.

All lavatories and bath room walls and floors are finished in glazed and vitreous clay tiles in figured patterns. The water closet partitions are of white marble.

All lavatory and bathroom toilet fixtures are the best of modern makes of first quality enamelware and having nickel plated fittings.

All the stairs throughout the building are built up of steel and ornamental cast iron, with wrought iron railing and capped with moulded hand rails of copper.

The office partitions in the general office on the first floor are of paneled and pilastered cast iron ornamental work, glazed

with figured wired glass. All of this stair and partition work has an antique green finish.

The building is heated by direct steam radiators placed at exposed points, the steam being generated in a plant located in a separate building adjacent to the Land Titles Building. The steam pipes being brought into the building through a tunnel entering the north basement wall.

The building is wired for electric lights and intercommunicating telephone system, having the wires run in iron armoured conduits imbedded in the concrete floors, thus permitting of repairs or renewals being made without any further cutting or damage to the completed structure.

The intercommunicating telephone system enables the officials in charge of the office work to communicate with each other, without the necessity of leaving their own desks. This method does away with many interruptions to the officials time and necessarily must expedite the completion of public business.

After a perusal of the above the fact is borne to ones mind that this building has but little, if any, inflammable material in its construction and finish. The only wood used is in the exterior windows and doors, except in vaults which are of sheet metal glazed with wired plate glass.

This type of construction and finish was decided upon in view of the valuable nature of the contents and records which be continually on file and stored in the building. It is also an interesting construction from the Government point of view, as it is the first strictly fireproof building erected by the Department of Public Works, and I believe the first of its character in the Province.

Externally the building presents a quiet and pleasing appearance, being designed in the free classical style of the Ionic order, having a central feature composed of the entrance steps; an arched entrance set in a projecting porch, which is composed of two columns and two pilasters supporting a pediment, in the center of which is the Provincial Seal moulded in high relief.

On either side of the central feature is a pilaster treatment setting on top of a rock faced foundation which makes a setting or frame for three (3) windows on each floor, all of which are finished with a moulded parapet, and with the fine tooled cutting of the stone work, combine to make the simple design, one of beauty and gives the onlooker a lasting impression of something pleasing.

HEATING BUILDING, CALGARY.

The Heating Building at Calgary is of concrete and masonry walls, Calgary sandstone being the stone used, wood and steel floor construction, and wood and plaster trim.

It is rectangular in plan, being approximately 43 feet wide by 49 feet long at the ground line and above the ground line it is 26 feet wide and 43 feet long, one story high.

The largest part of the building is underground, this being necessary to provide drainage in steam return pipes from the Land Titles Building and the Court House, and to easily and quickly unload coal delivery wagons. This deep basement with its three heating boilers and a large coal storage supply, is designed to provide heat for the new Land Titles Building, the old Court House

and the proposed Court House, all of these buildings being located in the same block.

The basement is connected by a tunnel with the Land Titles Building and leading from this tunnel are branch tunnels leading to the old and new Court Houses.

The various heating, gas and water pipes for the different buildings will be exposed in the tunnel; as they all enter the Heating Building first they are always under the immediate supervision of the engineer in charge of the building.

The smaller part of this building is one story high and contains an engineer's office, a work room where light repairs are made for the buildings in this block, and a toilet room.

No attempt has been made in the external appearances of this structure to elaborate on details. It is simply a plain cut stone building, one story high, having a central doorway with a moulded architrave around and pediment over same and a 60-foot chimney at the rear.

The plans for this building were completed late in the year, but not early enough to permit the starting of any construction work.

TELEPHONE WAREHOUSE BUILDING, CALGARY

The Telephone Warehouse at Calgary is of concrete and masonry walls, Calgary sandstone being the stone used; wood construction and wood and plaster trim.

It is rectangular in plan, being 33 feet 9 inches wide by 74 feet 3 inches long, two stories high.

The drawings for this building were completed in August and the work of construction was started in August by day labor under the direct supervision of the Department.

The building has been designed for warehouse purposes, devoted to the handling of telephone supplies for the southern district of the Provincial Telephone System. At the present time local offices of the Public Works Department are occupying the entire second floor; the basement and the first floor being occupied by the Telephone Department.

The building occupies the back end of three lots, adjoining the old Land Titles Office situated on the southwest corner of Fourth Street West and Eighth Avenue. The south side is parallel with a railroad siding; the unloading of freight being handled through two (2) doors at the main floor level. Through the west door the heaviest goods will be handled and a lift for delivering same to the basement has been provided, close to this door. A platform scale has been installed in front of the west door, and all goods requiring checking by weights pass over these scales before being placed in the building. Opposite the west door, in the north wall is a wagon freight door.

The public entrance to the building is on Fourth Street West and is reached after passing up five (5) granite steps and passing through a large single door having side lights and transom light over same. All of the wood work being done in white oak, stained a wood green color.

After passing through the door one steps into a small rectangular vestibule, out of which are entrances to the storekeeper's office, the warehouse and stairs going up to the second floor.

The storekeeper's office is a well lighted room, being 14 feet wide by 15 feet 6 inches long. It is separated from the warehouse

by a plastered partition, having a single door and side lights to same.

The warehouse is one large room 30 feet wide by 55 feet 6 inches long. A lavatory is located on this floor, and stairs to the basement are under main stairs.

Going up the main stairs one comes to a long central corridor 4 feet wide.

Opening off the corridor at the front end is an office for the use of the Executive whenever in Calgary, for consultation purposes. Other offices have been provided for the inspector in charge of the Public Works Department, a public office, general departmental offices, engineer's office, and drafting room, and a toilet room, all of which have communicating doors and also open direct on to the central corridor.

The exterior walls are built up entirely of stone; the floors are of slow burning mill construction, consisting of heavy plank flooring laid on top of large beams, which in turn, are supported on a centra' line of posts set at 8 feet centers.

The storekeeper's office, entrance vestibule, main stairs and Public Works office have hardwood finished floors. The standing finish is fir and with the exception of the warehouse, all walls are plastered.

The building is heated by steam and modern plumbing work has been installed.

Externally the street front of the building presents a pleasing and massive appearance, having three pilasters, topped out with a single cornice; framed in between the pi'asters are large window openings divided into three divisions. All of the stone work for this front is fine cut, but the remainder of the work is built of random rubble masonry.

The building has been designed with the idea in view for future extensions. These extensions consisting of an attic or third story and a continuation of the structure to Eighth Avenue.

COURT HOUSE AT CARDSTON.

The Court House at Cardston is of masonry walls, local sandstone being the stone used, and wood construction, and wood and plaster trim. It is rectangular in plan, being approximately forty-five (45) feet wide by sixty (60) feet long, one story high and a high basement.

The drawings for this building were prepared by my predecessor in office and the actual work of construction was started under his supervision during November, 1906.

The building occupies the southwest corner of 'ot No. 2, block 2.

The foundation walls which are of concrete and masonry construction, enclose a full basement eight (8) feet in height, in which are located living apartments and police and jail quarters. All of these rooms are now occupied by the Mounted Police, who also are looking after the caretaking of the building.

The progress of work on this building was slow, there being several contributory causes, and the taking over of same by the Department was not effected until May of this year.

Entrance is gained to the building at the ground floor level through the main entrance facing south and to the basement by side and rear entrances.

The main entrance is reached after going up three stone steps

and passing through a single arched doorway into an enclosed vestibule from thence into a lobby having an arched opening into the court room.

The court room is twenty (20) feet wide by fifty-seven (57) feet long. Opening off from court room on two sides are witnesses, jury and lawyers rooms; judge and clerks offices and a library.

As this structure has but one principal story no attempt at elaborate stairs or other interior finish work was considered necessary to add to the beautifying of its internal features.

The building throughout is finished in white plaster, birch and fir woods. The principal storey is finished in birch and the basement storey in fir, all having a natural varnish finish.

The toilet arrangements are the best of modern makes. The building is heated by steam and lighted by electricity. The water supply is directly connected with the town's water service and has an auxiliary tank supply as well.

Externally the building presents a pleasing appearance with its circu'ar top windows deep set in the sandstone walls.

COURT HOUSE AT LETHBRIDGE.

The description for this building is similar to that for the Court House at Wetaskiwin, as both structures are similar in the planing. A change in the external appearance has been made, however, looking to a little more detail for the Lethbridge Court House.

This building was staked out during the month of August and a contract for the rough excavation was let. This work did not go ahead, however, at this time, but all drawings, specifications and details are now ready for the completed structure.

THE ASSEMBLY HALL AT EDMONTON

The Assembly Hall at Edmonton was completed early in the year, and was soon occupied by the Legislature, and later on by the Provincial Library, and the local exchange for the Telephone Branch.

TELEPHONE EXCHANGE AT STRATHCONA.

This building is of brick walls and wood floor construction and trim. This structure was completed in August, the work of construction taking less than four months. Besides having quarters for the Strathcona Local Exchange, it has private apartments for the local telephone superintendent, who also acts as caretaker.

The drawings for this work were completed in a short time and the construction work was done by day labor under the direct supervision of a departmental foreman.

A. M. JEFFERS,
Architect.



Unloading structural steel from cars at railway siding.
New Parliament Buildings, Edmonton.



Landing structural steel on narrow gauge track leading to New Parliament
Buildings, Edmonton.

Report of Building Construction for the Year of 1908.

Sir: I have the honor to submit the following report on the construction of public buildings for the year of 1908 as carried on by the Department of Public Works:

Parliament Buildings, Edmonton.

In the early part of August, 1907, the site of the new Parliament Buildings was staked out, and ground broken on the 20th of the same month. As it was decided to take out the main excavation by one of the steam shovels belonging to the Department of Public Works, tenders were asked for teaming the excavated material and depositing the same on the surrounding grounds, together with the excavation for the wall footings and other points beyond the economic reach of the steam shovel. Four tenders were received, and the lowest accepted.

This is the only contract for labor that has been awarded on the entire work. All other work of every description has been carried out by "force account" or "day labor" under the direct supervision of this Department.

The area opened up is for the main building 324 feet in length by 84 feet in breadth, and for the south wing, 130 feet in length by 96 feet in breadth, making a total area excavated of 39,696 square feet.

The average depth excavated by the steam shovel was about 13 feet, or to the level of the sub-basement floor. The first 12 feet from the surface consisted of a hard glacial clay containing a few boulders. This clay overlaid from 10 to 13 feet of a reddish sand, which extended to an average depth from the ground surface of 25 feet. At this depth, though varying in parts, was encountered a hard compact material, resembling disintegrated sandstone. Borings into this material for a depth of 15 to 17 feet were made at different parts of the building and the same class of material was found to exist to as great a depth as the boring extended. It was therefore considered safe to build on this formation, and the excavations for the wall footings were carried throughout to this material. At the east end it was found that this hard formation dipped rapidly towards the east, which necessitated carrying the excavation for the walls at this point down to a depth of 37 feet.

For cost of excavation by steam shovel, see Tab'e 1.

Concrete work on the foundation walls was started on October 21st, 1907, and continued as fast as the excavation of the footings would permit. A cube mixer with a capacity of one-third cubic yard was used throughout the work. The entire concrete is composed of one part cement, three parts sand and six parts clean gravel or crushed stone. The different ingredients together with the water were carefully measured for each batch before going into the machine, to insure as nearly as possible a uniform mixture. The concrete from the machine to the walls was all handled in cars "both side and bottom dump being used, as best suited the

occasion." The amount of concrete placed per day varied with the condition of the work, but on a good run of wall 110 cubic yards was placed per day of nine hours. Concrete work was carried on continually throughout the winter, which made necessary the heating of the materials used. To accomplish this a heating house was built to hold over 100 yards of stone and 50 yards of sand, and at a height of ten inches up and covering the entire floor was placed 800 feet of $1\frac{1}{2}$ inch steam pipe, which was connected to a boiler installed in the building. With this means no trouble was experienced, even in the coldest weather, in getting the material properly heated. The gravel in going into the heating-house passed through a stone crusher which discharged into an elevator, which in turn delivered the material into the house through an opening in the roof.

Up to the sub-basement floor the concrete, when necessary, was protected from frost by being covered with tar paper over which was placed a foot of horse manure. The walls from the sub-basement floor up was erected during the severe winter months, and to protect these from frost, sheds were built to enclose them. The building was divided into three sections, the east, west and south wings and a shed of sufficient width to enclose the walls and allow for car tracks constructed, enclosing one section at a time. These sheds were heated by two rows of 2 inch steam pipes on each side of the wall, and steam supplied by a small portable boiler. This proved very satisfactory and no concrete was damaged by frost throughout the work. The interior column foundations, of which there are 91, together with the foundation for the dome, were put in during the summer. This necessitated a large amount of additional excavating and back filling, which had to be done as the work progressed. For the dome foundation, especial care was taken to insure against settlement, and after the excavation was completed, the surface was at different points put under a test load of four times the load it is designed to carry, under which load the material showed no signs of settlement. This foundation which is octagonal and 72 feet across the short axis, was first entirely overlaid with 18 inches of concrete, on top of which, placed at right angles to the four principal sides, was laid and carefully levelled up, 24 inch steel "I" beams, spaced 12 inches centre to centre. The spaces between these were in turn filled with a fine concrete to the surface of the steel. On top of these and parallel to the main sides are, set in groups of three, steel girders 72 inches deep and 40 and 45 feet long. Each set of three are placed close together, on top of which rest the shoes supporting the eight main dome columns, each column supporting a load of 900 tons.

For cost of placing the concrete, excavating and backfilling see Table No. 1

Two sewer connections were made from the building to the sewer on Saskatchewan Avenue, each a length of $214\frac{1}{2}$ feet, and a maximum depth of 26 feet, or an average depth of 17 feet, at a cost of "including sewer pipe" \$3 25 1-3 per lineal foot or \$1 27 6-10 per cubic yard.

In order to get construction material delivered to the building "it being impossible to have a spur track from either of the railways extended on to the grounds," a siding 700 feet in length was constructed on the E. Y. & P. branch of the C. N. R. along the face of the hill where this road passes, and at a distance of 80 feet



Transferring six ton dome portals on narrow gauge track from railway siding to New Parliament Buildings, Edmonton.



Unloading six ton dome portal in material yard, New Parliament Building, Edmonton.



Transferring 15 ton girder on narrow gauge track from railway siding to
New Parliament Buildings, Edmonton.



Fifteen ton girder slung in gantry ready to place in dome,
New Parliament Buildings, Edmonton.

below the plateau on which the building is being erected. This siding involved in grading, the moving of 971 yards of earth. To handle the materials received on this siding, and elevate them up the 80 feet to the plateau and also to handle them in the material yard, two five ton stiff leg derricks with 60 foot booms were purchased and set up. To operate these were also purchased one 10 and one 16 horse power hoisting engines. One of the derricks was erected on the face of the hill, so that the boom would command the cars on the siding, and also be able to hand the material on a trestle erected out from the top of the hill. The other was set up in the material yard. From the building to the top of the hill a distance of 500 feet a light railway was constructed on which was transferred all material from the railway siding to the yard, and up to the end of the year over 1500 tons of material has been efficiently transferred by this means.

Preparations were begun by the steel erection crew of the Department on August 21st to erect the steel work for the first two floors, and first steel was placed August 26th. The erecting of steel work is now being carried on, and it is expected to finish for the first two floors about the middle of February.

To expedite the work of rivetting in this large amount of steel work, a pneumatic rivetting plant was purchased, consisting of an air compressor, air receiver and the necessary amount of air hose, pneumatic hammers, etc. This plant has proved very efficient and on the amount of work now erected has saved 50 per cent of its cost.

For the cost of erecting steel work, see Table No. 3.

Tenders were advertised and bids received, covering the delivery of granite for the basement story, cut and ready to set in the building. The lowest tender was accepted and first delivery to be made in April. The granite required amounts to 33,450 cubic feet.

In addition, in order to secure water service to certain departmental offices, 943 feet of 2-inch pipe was laid at a depth of seven feet. This work, which was all through coarse gravel, was done, including pipe laying, at a cost of 31 8-10 cents per lineal foot of trench.

Table I.

Cost of excavation by steam shovel in connection with Parliament Building; in dollars per cubic yard of excavation:

	Material used Quantity	Cost	Labor Cost	Total Cost
Moving steam shovel to work and erecting			0.0124	0.0124
Actual time excavating			0.0473	0.0473
Moving steam shovel			0.0180	0.0180
Water, waste and lubricants		0.0025		0.0025
Coal	80 tons	0.0123		0.0123
Repairs		0.0085	0.0250	0.0335
Totals		0.0233	0.1027	0.1260
Material excavated by steam shovel				23,415 cu yds
1,000 yards excavation used, cylinder oil				1-3 gallon
1,000 yards excavation used, black oil				3-4 gallon
1,000 yards excavation used, axle grease				1 lb.
Capacity of steam shovel, $\frac{1}{2}$ yard; and moved by cable on rollers				

Table II.

Cost of all material and labor in connection with concrete work on Parliament Building, in dollars per cubic yard of concrete in place:

	Material used		Labor Cost	Total Cost
	Quantity	Cost		
Gravel	9,937½ yds.	1 623		
Sand	4,761¼ yds.	0.692		
Cement	10,088¾ bbls.	3.880		
Water		0.080		
Feeding mixer and crusher, carmen, pitmen, heating gravel, etc.....			1,349	
		6.265	1.349	
Concrete material in place				7.614
Lumber in forms and protection sheds	84,912 B.M.	0 199	0.712	0.911
Lumber in tracks	19,216 B.M.	0.037	0.335	0.372
Coal	332 tons	0.113		0.113
Pipes and fittings		0.041		0 041
Iron	30,364 lbs.	0.093		0 093
Nails	9,730 lbs.	0 038		0.038
Sundries		0.040		0.040
Sundry labor, pipe fitting, watching repairs, blacksmithing, etc			0.465	0.465
Totals		\$6.826	\$2.861	
Concrete in place				\$9 687
				9,844 cubic yards

Table III.

Parliament Buildings.

Details of steelwork, and cost of labor on same in dollars per ton of steel:

Total steel erected and riveted	1,098,526 lbs.
Steel received to be erected this season.....	736,675 lbs.
Steel received not to be erected this season.....	482,573 lbs.
Total steel received	2,317,774 lbs.
Cost of Labor—	
Unloading and sorting	\$1.76
Building and maintaining plant	.98
Erecting steel	1.89
Rivetting	.82
Falsework	.57
Superintendence	.75
Total	\$6.77 per ton

LAND TITLES BUILDING, CALGARY.

This is a strictly fireproof building; the outer walls are of Calgary sandstone backed with brick and lined with hollow tile. The interior is steel frame with reinforced floors.

With the exception of the excavation, all work was done by day labor, under the direct supervision of the Department of Public Works. Excavation was commenced in February, and masonry work started as soon as weather was suitable in the spring. The footings only are concrete, with the basement walls of rubble masonry. A base course of cut granite extends around the building at the grade line, on top of which cut sandstone is built.

The exterior of the building is now finished, excepting the



Steel portal framing in central dome, New Parliament Buildings, Edmonton.



Travelling derrick used in erecting structural steel,
New Parliament Buildings, Edmonton.

entrance steps, the vault floors complete and part of the main floor.

The hollow tile for the interior lining and walls is on the ground, and contracts awarded for mil' work, metal doors, ornamental iron work, wiring, plumbing, heating and plastering.

All work was suspended when the cold weather set in, except the sheet metal cornice work.

All necessary material is on hand for resuming the work, as soon as weather will permit in the spring.

COURT HOUSE BUILDING, EDMONTON.

Tenders were advertised early in the summer for the erection of this building, the work advertised for to consist of all excavation, masonry work, erecting steel, concrete roof and floors.

Several tenders were received and the work awarded to the lowest bidder.

Work of excavation was begun in July and all basement walls and column footings completed before the cold weather set in, when the work was closed down for the season to be resumed as soon as the weather permitted in the spring.

TELEPHONE WAREHOUSE, CALGARY.

This building, which is being erected on the rear of the lot now occupied by the old Registry Office, has track facilities from the C. P. R., whereby material can be unloaded direct'y from cars to the warehouse.

The basement and first floor are designed for warehouse purposes, while the upper floor is subdivided into offices to accommodate the Public Works sub-office staff.

The work on this building, which is by day labor, was begun in September and is now under way. The basement was excavated to an average depth of 8 feet, and the footings carried down to the gravel. The walls of the entire building is rubble masonry, with the front of cut stone. The interior framework, floors and partitions are wood construction, the wiring in conduit, and the building heated by steam. Contracts were awarded for the wiring, heating, plumbing, sheet metal work and plastering.

The entire work is being continued throughout the winter, with the expectation that the building will be ready for occupation in March.

TELEPHONE BUILDING, STRATHCONA.

This building has a frontage on the street of 26 feet and a depth of 48 feet, it has a full sized basement with 10 feet ceiling. The superstructure is two stories, the first used as a plant and operating room, has a height of 12 feet, and the top floor used as living rooms for the agent, has a height of 9 feet.

The basement walls and floors are of concrete, the former being 13 inches thick, resting on substantial footings. The upper walls are of solid brick, "pressed brick in the front" and have a uniform thickness of 13 inches.

Tenders were called for the excavation, brickwork, plastering, plumbing and steam heating, and the respective works in each case awarded to the lowest bidder. The concrete, carpenter and joiner work, painting and glazing was done direct by the Depart-

ment of Public Works. The foreman acting as inspector for the different contracts.

The ground was broken on May 28th, and the building ready for occupation on August 13th.

The material and workmanship are of the best throughout. The finished cost of the building is 20 $\frac{3}{4}$ cents per cubic foot.

COURT HOUSE BUILDING, WETASKIWIN.

Tenders for the erection, heating and plumbing of this building were called for during the latter part of the summer of 1907, and the lowest tender for each of the respective works accepted.

Owing to the lateness of the season when construction work was begun, only the excavation and part of the foundation walls were completed that year.

Work was resumed early in the spring of 1908 and the exterior of the building is now practically completed, the heating system in operation, plumbing roughed in and the interior ready to receive the inside finish. The building should be completed and ready for occupation early in the summer of the present year.

ASYLUM BUILDING, PONOKA.

The site of this building was selected in the latter part of July, and on August 1st a crew was organized and work commenced at that date.

From test holes sunk to determine the character of the foundation material it was found that immediately underlying the black loam, the sub-soil developed into what might be called a quicksand, containing an abundance of water and that a hard bottom could not be reached at less than a distance of 15 to 18 feet from the ground surface. Considering the character of the material overlying this hard strata it would have been very expensive to carry concrete foundations down to that depth, and after due consideration was given to the question, it was decided to support the foundation walls and column footings on piles. These piles were driven to an average depth of 20 feet below the surface of the foundation footings, and a total of 17,108 lineal feet of piling was driven. The time required to do this pile driving, together with certain unforeseen delays in the delivery of timber, and repairs to machinery occupied the balance of the season.

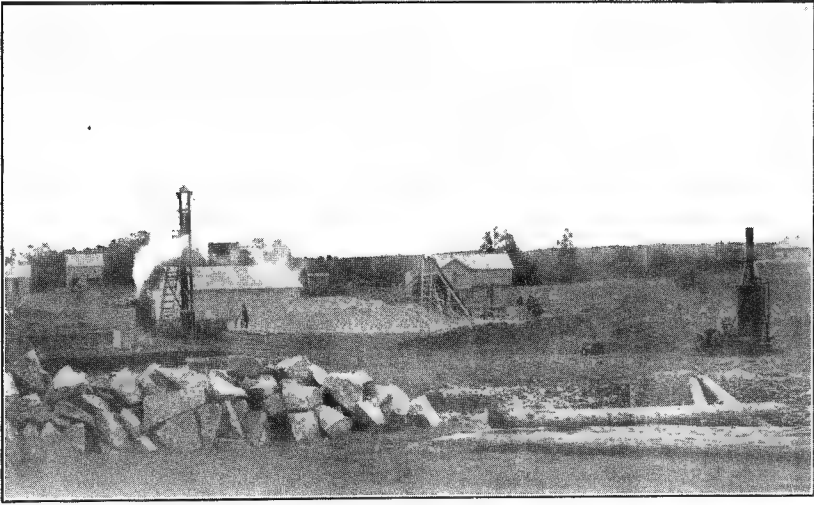
There was also delivered at the site a considerable amount of building material, so that when work is resumed in the spring no delay will be caused to the progress of the work.

This material is as follows: 484 yards sand, 671 $\frac{1}{4}$ yards crushed rock, 137 yards rubble stone, 2,400 sacks cement, 12,012 square feet expanded metal, and 3,506 lineal feet of unglazed drain tile.

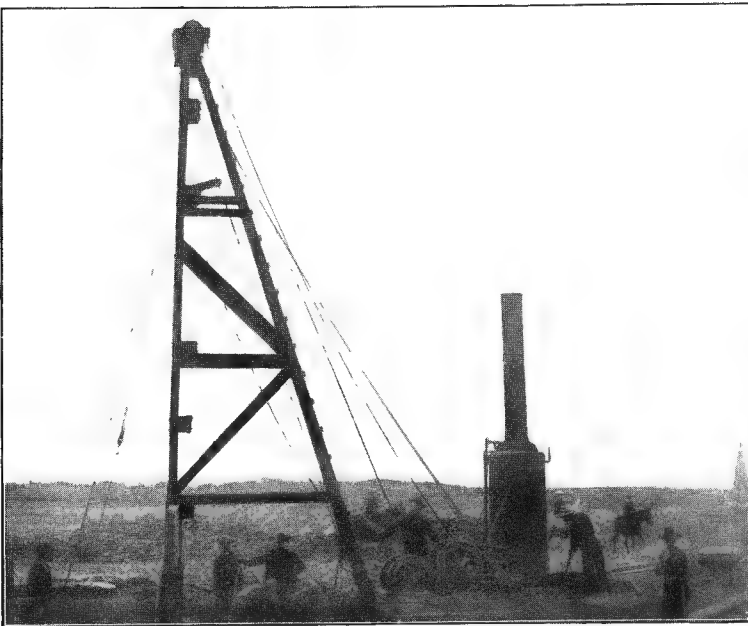
To secure the sand and gravel, involved opening up of separate pits for each material, besides a haul of about three miles; however, these respective pits are now well opened up, and the future cost for development to secure these two materials will be very low.

Tenders were advertised for the freighting of different materials from the C. P. R. station to the building site and the lowest bid submitted was accepted for this work. For the teaming of sand and gravel a fixed price per yard was set and the work thrown open, resulting in the most of the hauling being done by farmers who were not otherwise busy.

The total value of building material now on hand ready for



Construction Camp Buildings and pile driving in foundations of Asylum Building, Ponoka



Driving piles in in foundation of asylum at Penoka.

use when work is resumed amounts to \$6,874.02.

As this work is isolated from the town of Ponoka, it was necessary to provide accommodation and boarding facilities for the men on the work, and there was erected an office building with accommodation for the foreman and timekeeper; a commodious bunk house capable of accommodating sixty men, and a dining camp with kitchen and dining-room facilities to take care of the same number.

There was also erected a 2,000 gallon water tank placed at an elevation of 20 feet above the ground to supply water for the various parts of the work.

Arrangements were made with a lady resident in Ponoka to take care of the boarding camp, supply all provisions and board to the men at the rate of \$4.00 per week, we putting in all necessary dishes and equipment. This proved very satisfactory, and good service and meals were secured through this arrangement.

Upon closing the work for the season arrangements were made whereby she and her family were to occupy the dining camp, free of charge, for the winter, and in return they were to keep a supervision over the buildings and material at the work.

The following is a statement in detail showing the expenditure under the different heads, and carried out to show the unit costs of the different classes of work done.

Charges.

Detailed statement of work done and material received:

		Unit cost
Temporary Buildings		
Lumber, nails, paper, roofing	\$ 971.14	
Labor	547.52	
Hauling	42.23	
Miscellaneous	316.23	
Total charge	\$1,877.12	
Excavation, 2228 cubic yards		
Labor	\$ 586.10	per yd. \$0 263
Miscellaneous	56.23	
Total charge	\$ 642 33	per yd. 0 283
Drainage, 1135 cubic yards		
Labor	\$ 277.10	
Miscellaneous	35.83	
Total charge	\$ 312.93	per yd. 0.276
Tile		
Tile, 3506 lin. feet 4-inch	\$ 221 40	
Hauling tile	17.53	
Freight on same	80.74	
Total charge	\$ 319.67	per lin. ft. 0.091
Round Piling, 17,108 lin. ft.		
Cost f o. b. Mills	\$1,402.65	
Freight	1,496.87	
Hauling	342.16	
Total cost laid down	\$3241.68	per lin. ft. 0.190
Labor, peeling and sharpening	288 50	per lin. ft. 0.017
Labor, driving	1,091 27	per lin. ft. 0.063
Coal	303.84	per lin. ft. 0 017
Alterations and repairs to plant....	832.27	per lin. ft. 0.048
Miscellaneous	508.09	per lin. ft 0.029
Total labor charges	\$3,023.97	per lin. ft. \$0.176
Total unit cost per foot driven.....		<u>\$0.366</u>

Inventory.

Sand, 484 yards		
Hauling at \$1.00	\$ 484.00	
Labor, stripping, etc.	160.60	
Miscellaneous	.60	
Total	645.20	per yard \$ 1.33
Stripping for next year	115.50	
Total credit	\$ 760.70	
Gravel, 671¼ yards		
Hauling at \$1.25	\$ 839.01	
Royalty at 15c	100.69	
Labor, stripping, etc.	163.80	
Miscellaneous	11.40	
Total laid down	\$1,114 90	per yard 1.66
Crushing, wages	393.72	
Crushing, miscellaneous	89 23	
Total	\$ 482.95	per yard 0.73
Stone, 137 cords		
F. O. B. Glenbow	\$ 685.00	
Freight	1,043.65	
Hauling	687 50	
Total credit	\$2,396.15	per cord 17.19
Coal		
25 tons at \$5 12 laid down	\$ 128.00	
Cement, 2400 bags		
F. O. B. Exshaw	\$1,620.00	
Freight	273.01	
Hauling	78.75	
Total credit	1,971 76	per bbl. 3 286
Concrete		
Expanded metal, 12,012 sq. ft.	\$ 588.59	
Labor, cutting metal, cutting off piles, putting in forms	154.95	
Lumber for forms	57.20	
Miscellaneous	7.49	
Total credit	\$ 808 23	

The above report I respectfully submit,

J. CHALMERS.
Structural Engineer.

Surveys Branch

Edmonton, January 13th, 1909.

JOHN STOCKS, ESQ.,
Deputy Minister of Public Works,
 Edmonton, Alta.

I have the honor to submit the following report regarding the work of the Surveys Branch of the Department of Public Works for the year 1908.

The statement given below will serve to show concisely the amount of work done during the year, of various sorts, and a comparison with previous years shows a marked increase in nearly all branches of the work.

Surveys "required" brought forward from 1907.....	348
Surveys asked for during 1908.....	578
Number of surveys and examinations made.....	464
Number of surveys asked for and found to be unnecessary on examination	74
Number of surveys made by District Surveyors without instructions	55
Number of surveys not completed and carried forward to 1909 list..	403
Plans prepared and filed in the Land Titles Offices.....	272
Certificates of title received for roads.....	276
Certificates of title received for building sites.....	7
Transfers of land received for roads and sites.....	9
Transfers issued covering roads no longer required.....	95
Amount paid as compensation for right of way, etc.....	\$28,650.54

Leases of Road Allowances.

Number of new applications for lease of road allowances.....	42
Number of applications granted.....	14
Number of applications refused.....	28
Number of leases issued during year 1908, including free leases issued as compensation for surveyed roads.....	163
Number of miles of road allowance under lease.....	418 3-8
Amount received as rental for leased roadways.....	\$528.00

All survey parties were able, owing to the favorable weather, to get an early start in the field in the spring, but the parties, especially in the northern part of the Province, were considerably delayed by rain during the month of June.

A large amount of work was accomplished by the men in the field, but it was impossible for them to keep pace with the demand for diversions of road allowances and the statement above, which shows that 403 requests could not be looked into and had to be held over till next season, shows beyond question the necessity for establishing one or two more districts with surveyors and engineers in charge.

The aim in connection with this work is to make no surveys unless they appear absolutely necessary and all surveyors and engineers are instructed accordingly as it seems desirable to expend any available money on the roads themselves rather than in purchasing right of way. In many cases, however, a diversion of the road allowance is the most economical and best way to overcome

an obstruction and heavy expense for improvement is frequently avoided thereby.

There was little change in the staff for the year: Mr. A. E. Farncomb, D.L.S., who had been in charge of the Lacombe district for some time, severed his connection with the department at the close of 1907 and early in the season Mr. A. S. Stewart, D. L. S., was appointed to fill the vacancy.

There were no cases in connection with compensation for land taken for roads submitted to arbitration during the year.

The amount paid as compensation was considerably in excess of the amount paid in 1907, being over 26 per cent greater. This is due to both the increase in number of surveys required and the increased price of land. The figures show the necessity for a substantial appropriation this year for this item.

About the beginning of July a party was organized to take charge of surveys under the Drainage Act and continued operations during the balance of the season. The appropriation for this work for 1908 was only sufficient to allow of the laying out of the work this season, but was insufficient for any large amount of actual work being undertaken. However, at Bowden, a ditch was constructed late in the season and the benefit should be evident this spring. It is hoped that we will be able during this year to proceed with a considerable amount of drainage work and I cannot emphasize too strongly the advantages to be derived. Undoubtedly it is the proper solution of the great majority of the road difficulties in the country, saving large expenditures in road improvement and producing better roads, than could possibly be got otherwise. It will, in many cases, save diverting the road at probably heavy expense, and it will open up and render fit for settlement land otherwise practically valueless. Furthermore, the greater part of the money expended under the Drainage Act will be returned eventually as the lands benefitted are assessed for their proper proportion of the cost of the work.

There are many requests for such work during the coming season, especially in the northern part of the Province and it is hoped that at least the works laid out last year can be constructed this season.

Attached is a list of the work done in the North Alberta District and also a list of the work done under the Drainage Act, together with reports from the various district surveyors and engineers.

Respectfully submitted,

L. C. CHARLESWORTH,

Director of Surveys.

Report of Work Done in Northern Alberta.

New Roads Surveyed.

Survey No.	File No	Location.
360-03	14712	56-26-4, N. of 25-26-27-28.
99-06	16327	60-25-4, N. of 2-3-4-5.
183-07	15962	34 35-51-19-4, centre of sections
245-07	15315	17-51-25-4, survey to ferry.
371-07	15501	17-51-26-4, survey made.
41-08	15661	60-25-4, survey made.
123-08	15683	Sec. 28-56-22-4 to Sec. 9-57-22-4.
188-08	15224	Along river to Lamoureux.
189-08	15746	4, 5 & 8-48-22-4.
198-08	15745	15, 21, 22 & 28-48-22-4, east of Big Hay Lake.
211-08	15747	27 to 36-59-24-4.

New Roads Surveyed—Continued
Location.

Survey No. File No.

313-08	14791	24-50-26-4.
314-08	15890	16-57-23-4.
329-08	16069	18 & 19-55-23-4.
533-08	14967	18-52-21-4.

Road Diversions Surveyed.

267-05	16448	19-48-26-4, diversion surveyed.
285-08	14796	31-47-23-4, diversion surveyed.
3-07	15864	S. W. $\frac{1}{4}$ of 20-52-23-4, diversion surveyed. (May not be required.)
16-07	15584	N. E. $\frac{1}{4}$ of 4-49-24-4, diversion surveyed.
81-07	16110	N. W. $\frac{1}{4}$ of 10-50-24-4, diversion surveyed.
214-07	15316	W. $\frac{1}{2}$ of 4-55-24-4, diversion surveyed.
235-07	15345	N. W. $\frac{1}{4}$ of 18-54-20-4, diversion surveyed.
296-07	15406	17 20-53-22-4, diversion surveyed
386-07	15511	21-50-24-4, diversion surveyed.
9-08	15572	20-59-24-4, diversion surveyed.
23-08	15592	N. E. $\frac{1}{4}$ of 10-57-24-4, diversion surveyed.
93-08	14448	6-55-24-4, diversion surveyed.
99-08	15571	8-59-24-4, diversion surveyed.
113-08	15667	4 5-48-23-4, diversion surveyed.
114-08	15666	13-47-21-4, diversion surveyed.
212-08	15752	6 7-59-24-4, diversion surveyed.
213-08	15491	30-48-21-4, diversion surveyed.
214-08	15789	21-59-24-4, diversion surveyed
349-08	16123	22-55-23-4, diversion surveyed.
351-08	16137	21-52-21-4, diversion surveyed.
372-08	16241	12-48-22-4, diversion surveyed.
375-08	16258	13-57-24-4, diversion surveyed.
453-08	16525	13-57-23-4, diversion surveyed
472-08	16571	11-55-24-4, diversion surveyed.
473-08	16569	10-55-24-4, diversion surveyed.
550-08	14964	18-60-25-4, diversion surveyed.

Examinations.

135-05	16310	24-53-23-4, not required.
369-05	16600	E 21-53-24-4, not required.
337-06	15925	N of 29-48-21-4, not required
4-07	15865	22 27-52-23-4, not required.
4-07	15865	Note for drainage.
101-07	14907	23 26-54-22-4, no ditch required.
141-07	15389	51-21-22-4, not required.
293-07	15407	50-22-4, examination made.
295-07	15408	11-52-25-4, examination made.
352-07	14740	E of 16-50-24-4, examination not required.
25-08	14244	8-48-20-4, examination made
82-08	14163	17-52-24-4, examination made.
83-08	14189	26-51-25-4, examination made.
166-08	15715	59-23 24-4, examination made.
315-08	15901	11-55-24-4, examination made.
418-08	15793	12-50-18-4, examination made.
454-08	14960	10-60-25-4, not required.

Special.

C. & E. Trail, examination and alterations.
University site, contouring, etc.

Changes.

20-07	14763	N E 27-49-25-4, change made
270-07	16347	34-51-25-4, change made
18-08	14668	S E. 17-53-21-4, change made.
276-08	14211	6-52-24-4.
		1-52-25-4
		36-51-25-4, changes made.

Survey Drains.

115-07	14927	2-56-25-4, survey of drain.
		Bowden Ditch.
		Spotted Lake.
		14th base line west of Edmonton.
		Goose Lake.
		Tps 56 57 58 range 23-4

Vegreville, January 18th, 1909.

JOHN STOCKS, ESQ.

Deputy Minister of Public Works,
Edmonton, Alta.

Sir: I have the honor to submit the following report of the surveys made and other work done in the Public Works District of Vegreville during the past season.

The first part of the year was spent in preparing and completing the returns and plans of the previous season's surveys.

On April 21st I organized my party and went into camp at Lamont. From here I worked easterly along the Canadian Northern Railway to nearly the east limit of my district, doing work between the railway and the Saskatchewan River. I then moved my outfit south to the Grand Trunk Pacific Railway and did all the work between the south limit of my district and the Canadian Northern Railway, containing this route to west of Beaver Lake. From here I worked northerly along Beaver Hills to the Saskatchewan River, but owing to the heavy drifting ice I was unable to cross to the north of the river, in which case I did not do any work on that side. I then moved east and did what work was to be done south of the river, finally closing up field operations at Vegreville on November 24th.

During the season I made a great many surveys where found necessary for which I did not have instructions, these being asked for by the various Local Improvement Councils at the time I was on the ground.

The large influx of settlers into this district and the fact of them fencing off the old trails has been the cause of the increased demand for roads, etc.

The work of the past season consists in the survey of new roads, road diversions, resurveys, ditches, cross sections of streams, examinations of roads, bridge and ferry locations, reports and estimates.

The following is a list of the work done:

New Roads

File No.	Location.
15523	New road north of sections 13 to 18-52-15-4.
15465	New road north of sections 28 to 30-54-14-4.
15642	New road north of sections 15 & 16-51-12-4.
15643	New road across section 25-51-12-4.
16033	New road north of sections 3 & 4-51-11-4.
15421	New road through section 2-51-11-4
15452	New road north of section 3-52-7-4.
16145	New road through sections 5 & 8-51-6-4
15694	New road through section 22-51-5-4.
15778	New road north of section 15-50-3-4.
15391	New road north of section 17 and through section 20-50-4-4.
15351	New road through sections 11 & 14-54-3-4. to Ferry Landing.
16212	New road north of sections 13, 14 and 15, and through sections 16 & 17-51-7-4.
14171	New road through section 18-56-17-4.
15392	New road north of sections 25 to 30-47-12-4.
15070	New road south of section 33-56-14-4.
16102	New road through section 22-48-7-4
15602	New road through section 24-54-12-4.

Resurveys.

File No	Location.
14688	Resurvey of road diversion in S. E $\frac{1}{4}$ section 22-56-19-4.
15375	Resurvey of road diversion in sections 15 & 16-51-11-4.
15312	Resurvey of road diversion into section 23-51-3-4.
14770	Resurvey of road diversion into section 24-54-13-4.
14171	Resurvey of part of Whitford Lake trail, section 18-56-17-4.
15286	Resurvey of road to bridge in section 23-55-19-4.
15628	Resurvey of road diversion, section 33-50-12-4.

Road Diversions.

15674	Diversion to bridge section 6-55-18-4.
15594	Diversion into section 20-54-16-4.
15443	Diversion into section 31-52-16-4.
15286	Diversion into section 23-55-19-4.
15602	Diversion into section 23-54-14-4.
15697	Diversion into section 33-53-13-4.
15696	Diversion into section 29-52-13-4.
15629	Diversion into sections 1 & 12-51-13-4.
15308	Diversion into section 21-56-14-4.
15308	Diversion into section 15-56-14-4.
15624	Diversion south of section 4-51-14-4.
15624	Diversion into section 32-50-14-4.
15624	Diversion into section 4-51-14-4.
15635	Diversion into section 12-51-13-4.
15625	Diversion into section 31-51-12-4 and into sections 5 6-52-12-4.
15625	Diversion into sections 29 and 32-52-12-4.
15627	Diversion into section 10-51-12-4.
15341	Diversion into section 2-51-11-4.
16057	Diversion into section 16-51-11-4.
16057	Diversion into section 21-51-11-4.
16033	Diversion into section 4-51-11-4.
16046	Diversion into section 29-51-11-4.
16551	Diversion into section 10-51-9-4.
15551	Diversion into section 15-51-9-4.
15398	Diversion into section 6-51-8-4.
16113	Diversion into section 17-51-9-4.
15462	Diversion into section 30-49-8-4.
15788	Diversion into section 3-52-7-4.
15788	Diversion into section 16-52-7-4.
15452	Diversion into section 36-51-7-4.
15452	Diversion into section 8-52-7-4.
15452	Diversion into section 7-52-7-4.
15792	Diversion into section 16-52-6-4.
15792	Diversion into section 9-52-6-4.
15791	Diversion into section 15-52-6-4.
16213	Diversion into section 17-52-6-4.
15171	Diversion into section 19-50-6-4.
15171	Diversion into section 17-50-6-4.
15171	Diversion into section 7-50-6-4.
15171	Diversion into section 5-50-6-4.
15171	Diversion into section 31-49-6-4.
15171	Diversion into section 5-49-6-4.
15171	Diversion into sections 29, 30 & 31-49-6-4.
16329	Diversion into section 31-49-6-4.
16145	Diversion into section 20-51-6-4.
15763	Diversion into sections 9, 10 and 16-50-5-4.
15763	Diversion into section 5-50-5-4.
15522	Diversion into section 4-51-4-4.
15391	Diversion into section 17-50-4-4.
15391	Diversion into section 5-50-4-4.
15391	Diversion into section 29-49-4-4.
15781	Diversion into section 9-52-3-4.
16567	Diversion into section 30-50-3-4.
15818	Diversion into section 18-51-4-4 and into 13-51-5-4.
15779	Diversion into section 9-50-3-4.
16566	Diversion into section 20-50-3-4.
15454	Diversion into section 29-51-4-4.
15391	Diversion into section 29-50-4-4.
15391	Diversion into section 17-50-4-4.

Road Divisions—Continued

File No.	Location
15312	Diversion into section 22-51-3-4.
15351	Diversion into section 2-51-3-4.
15351	Diversion into section 2-54-3-4, and into 35-53-3-4.
16568	Diversion into section 3-51-5-4.
15454	Diversion into section 32-51-4-4.
15454	Diversion into section 4-53-4-4.
15454	Diversion into section 29-53-4-4.
15454	Diversion into section 5-53-4-4.
15780	Diversion into section 33-51-4-4.
15797	Diversion into section 24-48-3-4.
15797	Diversion into section 14-49-3-4.
15797	Diversion into section 23-49-3-4.
15797	Diversion into section 26-49-3-4.
15797	Diversion into sections 25 and 36-49-3-4.
15797	Diversion into section 35-49-3-4.
15797	Diversion into section 2-50-3-4.
15797	Diversion into section 11-50-3-4.
15797	Diversion into section 13-50-3-4.
16568	Diversion into section 1-51-5-4.
16568	Diversion into sections 35 & 36-50-5-4.
16568	Diversion into sections 25 & 26-50-9-4.
15810	Diversion into section 22-50-13-4.
15482	Diversion into section 26-48-17-4.
15378	Diversion into section 22-50-9-4.
15693	Diversion into section 33-49-11-4.
15169	Diversion into section 18-47-11-4.
15162	Diversion into section 8-47-11-4.
15891	Diversion into section 19-57-18-4 (Pits to dig)
15891	Diversion into sections 1 & 12-57-19-4. (Pits to dig.)
16102	Diversion into section 31-53-8-4.
16102	Diversion into section 30-53-8-4.
16102	Diversion into section 24-53-9-4.
16102	Diversion into section 13-53-9-4.
16102	Diversion into sections 12 and 13-53-9-4.
16102	Diversion into section 30-52-8-4.
16102	Diversion into section 31-52-8-4.
16102	Diversion into section 31-52-8-4. (Second diversion.)
16102	Diversion into section 6-52-8-4.
16102	Diversion into section 12-52-9-4.
16102	Diversion into section 13-52-9-4.
16102	Diversion into sections 18 and 19-52-8-4.
15930	Diversion into section 21-48-18-4.
15930	Diversion into sections 26 27-48-18-4
15930	Diversion into section 24-48-18-4.
15930	Diversion into sections 20, 29 and 30-48-18-4
16471	Diversion into section 9-50-18-4.
15414	Diversion into section 30-53-16-4.
15759	Diversion into section 28-54-16-4.
-----	Diversion into section 22-54-16-4, (no file number)
15758	Diversion into section 14-54-16-4.
-----	Diversion into section 35-49-12-4, (no file number.)
-----	Diversion into section 16-47-11-4, (no file number.)
15170	Diversion into section 1-49-12-4
15170	Diversion into sections 34 and 35-48-12-4.
15170	Diversion into section 6-49-12-4
15170	Diversion into sections 31 and 32-48-12-4.
15170	Diversion into section 32-48-12-4.
15170	Diversion into section 33-48-12-4.
16204	Diversion into section 1-47-18-4.
15392	Diversion into section 36-47-13-4.
16278	Diversion into section 23-49-15-4.
16468	Diversion into section 15-49-14-4
15804	Diversion into section 22-49-16-4.
15803	Diversion into sections 4 and 5-50-15-4.
15803	Diversion into section 33-49-15-4.
15803	Diversion north of section 33-49-15-4.
15945	Diversion into sections 22 and 28-47-18-4.

Road Divisions—Continued.

File No.	Location.
15945	Diversion into section 22-47-18-4, (second diversion.)
15156	Diversion into section 30-56-13-4.
15156	Diversion into sections 18 and 19-56-13-4.
14770	Diversion into section 30-54-12-4.
14770	Diversion into section 24-54-13-4.
15879	Diversion into section 19-55-11-4.
15879	Diversion into section 30-55-11-4.
15879	Diversion into section 22-55-11-4.
15879	Diversion into section 25-55-11-4.
15879	Diversion into section 19-55-11-4.
15879	Diversion into section 13-55-11-4.
16102	Diversion into sections 8 and 17-47-7-4. (Pits to dig.)
16102	Diversion into section 9-47-7-4 (Pits to dig)
16102	Diversion into section 35-48-7-4. (Pits to dig.)

Examinations.

15351	Examination report and estimate of road from N. E. 26-50-3-4 to east of 14-54-3-4.
15344	Examination and report of road and bridge site over Blackfoot Coulee, north of section 23-49-2-4.
14561	Examination and report of road east section 15-56-19-4.
1632	Examination and report of bridge site over Battle River, section 35-45-3-4
2533	Examination and report of ferry location north of Kitscoty, over Saskatchewan River.
2518	Examination and report of ferry location north of Lloydminster over Saskatchewan River.
4950	Examination report and estimate of road from Hayter, section 5-39-1-4, to Chauvin in section 7-43-1-4
5042	Examination, report and estimate of road from Hayter northeasterly through Tp 39 and 40, range 1.
4995	Examination and report re bridge approaches between 32 and 33-51-13-4.
15624	Examination and cross section for bridge south of 4-51-14-4
15604	Examination of road east of section 5-54-13-4 (Found survey made)
15603	Examination and report of road south of 4-54-13-4.
15674	Examination and report of road north of section 19-50-12-4.
15626	Examination and report that road north of section 1-51-12-4 should come under Private Roads Bylaw.
15782	Examination and report of railway crossing at Mannville.
15644	Examination and report re road through sections 13 and 14-51-12-4 and section 18-51-11-4.
1818	Examination and cross section of Buffalo Coulee, section 27-48-9-4
15872B	Examination and report on road north of sections 25 and 26-50-7-4.
15800	Examination and report re road east of section 23-52-6-4
15929	Examination and report re arbitration, section 19-50-17-4.
15171	Examination and report of road east of section 6-50-6-4
1639	Examination and cross section of Vermilion River for bridge site north of section 22-51-5-4
15454	Examination and cross sections for bridges on the road north from Islay.
2543	Examination, cross section and report for ferry location north of Mannville.
16472	Examination and report of railway crossing section 34-47-13-4
15161	Examination and report of roads in 48-12-4, leading to school.
16610	Examination and report of railway crossing at Hurry.
15619	Examination and report of the east and west roads in 47-13-4
16035	Examination and report that no diversion needed north of section 21-53-18-4.
15757	Examination and report that no diversion needed west of 34-53-16-4
14770	Examination and report of roads proposed by Mr. Trimble through 22 and 23 and north of 24-54-13-4
15879	Report and estimate of cost of road through Tp 55, ranges 10, 11 and 12.
15351	Report and cross section of bridge location over Vermilion River, section 11-54-3-4.

Examinations—Continued.

15382	Examination and report of road east of 36-56-19-4.
—	Examination and report of Hunter's Hill at Innisfree.
16081	Examination of land for lease in road allowance east of section 9-54-14-4.

Drains.

15676	Survey of ditch draining slough east of 34-53-14-4.
14957	Report and estimate of ditch to drain slough east of section 9-51-12-4 (Drain completed)
15631	Ditch to drain lakes east of 9 and 17-51-13-4.
16145	Ditch to drain slough on section 5-51-6-4.
15351	Ditch to drain slough east of section 2-53-3-4.
14958	Ditch to drain lake north of section 10-48-17-4.
14940	Ditch to drain slough north of section 36-50-19-4.
14940	Ditch to drain slough east of section 26-50-19-4.
16471	Ditch to drain slough north of section 9-50-18-4.
15758	Ditch to drain slough north of section 12-54-16-4.
14950	Ditch to drain slough west of section 19-54-13-4.
15879	Ditch to drain slough north of section 23-55-12-4.
15879	Ditch to drain muskeg north of section 24-55-12-4.
15879	Ditch to drain lake north of section 20-55-11-4.

During the past season pits at the following road diversions were dug. These had been left over from the previous year, owing to the ground being frozen at the time of the surveys.

15385	Diversion into section 15-56-19-4.
15286	Diversion into section 22-55-19-4.
15060	Diversion into section 35-56-18-4.
15383	Diversion into sections 13 and 24-56-19-4.
15433	Diversion into section 25-53-19-4.
15253	Diversion into section 30-53-17-4.
15411	Diversion into section 29-50-8-4.
15292	Diversion into section 24-53-17-4.
15397	Diversion into section 4-51-6-4.

Detailed reports were forwarded to the Department at the time the examinations and surveys were made.

A number of the plans and field notes have already been sent in to the Department. The remainder are now in course of preparation.

I have the honor to be, sir, your obedient servant,

LENNOX T. BRAY,

District Surveyor and Engineer.

Calgary, December 19th, 1908.

Sir,

I beg to submit the following report in connection with work performed by myself and party in the Calgary District during the past season.

During the winter and early spring, my time was spent in the office in Calgary, preparing returns of previous season's work, and in making examinations and inspections of work throughout the District. Mr. Calder and I made a number of these trips together and were able to accomplish much.

I organized my survey party early in May and began work in the C. P. R. Irrigation District, east of Calgary and north of

the Bow river. It was necessary to make many surveys to include bridges and road improvements built by Irrigation Company, where their canals cut across regular road allowances at an acute angle, and where the water from their canals and reservoirs flooded road allowances. A large percentage of this work could have been saved had the company caused their canals to cross the road allowances at right angles, or nearly at right angles to road allowance, or had they built their bridges upon the road allowances and parallel to the road allowance. After completing this work we worked in a westerly direction through Cochrane and into the foothills north and west of Calgary. Completing this work about the end of July we proceeded in a southwesterly direction from Calgary into the foothills, thence in a southeasterly direction into the country east and south of Nanton. We then crossed the track again and worked through the foothill country west of Nanton, north again, reaching Calgary about 10th of December.

The policy adopted in the work this season as in last season was to try to complete all work as we proceeded and avoid covering the same territory a second time. In selection of roads I have made it a rule to stick to road allowances where at all practicable and where it was necessary to survey diversion or new roads, I have been guided by present settlement, the probable future demands for roads and cost of improvements and future maintainence.

I was unable to secure a good assistant after Mr. Hannon was removed to Edmonton, and during the last part of the season I was without an assistant, or a man who could use the transit.

The season was a fairly good one for survey operations. Some time was lost, however, by the heavy rains in June and the heavy snow storm in the foothills in September and October. Much time and expense could be saved in this district were I allowed another team, that I might use in making examinations and staking diversions ahead of the survey party and allowing the assistant to follow with the party and make the necessary surveys. This would enable me to save moving my party to points where it was not necessary to make surveys. Also it would avoid loss of time of party after reaching the location while the examination is being made and location decided upon.

The work of the season consisted of survey for new roads and road diversions, examination of roads and old trails, examination for drainage, bridge locations and is reported under the three heads "New Roads," "Road Diversions" and "Examinations," as per list enclosed.

Your obedient servant,

JOHN M. EMPEY,

District Surveyor and Engineer.

JOHN STOCKS, ESQ.,
Deputy Minister,
Edmonton, Alta.

New Roads.

File No.	Location.
14476	New road surveyed through sections 30, 19, 18, 8, 5 and 4 of 20-3, west of 5th, through section 34 of 19-3-5 and sections 24 and 25 of 20-4-5.
14542	New road through section 36 of 26-5-5 and through sections 2, 11 and 15 of 27-5-5.
14650B	New road surveyed along the Blind Line north of sections 16, 15, 14 and 13 of 16-26-4, north of 18,17,16,15,14 and 13 of 16-25-4, and north of sections 18, 17, 16 and 15 of 16-24-4.
14768	New road through sections 12, 11 and 10 of 23-26-4, and sections 7 and 8 of 23-25-4
15024	New road through sections 25, 23, 14, 11, 10 and 9 of 15-29-4.
15219	New road through sections 9, 4, 5, 6 and 7 of 22-3-5.
15364	New road through sections 28, 29 and 30 of 16-29-4.
15536	New road surveyed through sections 4, 2, 11, 14, 15, 22, 23, 25 and 36 of 24-28-4.
15521	New road surveyed through sections 36, 35, 34 and 33 of 22-27-4 and section 11 of 23-27-4
15532	New road through sections 20, 21, 28, 33 and 32 of 23-25-4 and section 24 of 23-26-4.
15671	New road surveyed through sections 5, 8, 9 and 10 of 16-29-4.
15672	New road surveyed through section 9 and 10 of 15-29-4
16058	New road surveyed through sections 19, 20, 21 and 22 of 20-3-5
16268	New road surveyed through sections 18, 19 and 20 of 17-1-5 and section 13 of 17-2-5.
15703	New road surveyed across south side of sections 11 and 12, 20-29-4
16399	New road surveyed across sections 28, 31, 32 and 33 of 21-3-5.
15225	New road surveyed across section 23 of 22-3-5
15548	New road surveyed through sections 6, 7 and 8 of 23-27-4.
15478	New road surveyed through section 23 and 14 of 24-25-4
16559	New road surveyed across section 6, 7, 8 and 17 of 20-3-5, and sections 1 and 12 of 20-4-5.
15429	New road surveyed across sections 3, 4, 9 and 8 of 27-5-5

Road Diversions.

15544	Road diversion surveyed into west $\frac{1}{2}$ of section 19 of 23-28-4.
15539	Road diversion surveyed into northeast $\frac{1}{4}$ of section 22 of 22-26-4.
16478	Road diversion surveyed into east $\frac{1}{2}$ of section 7 and southeast $\frac{1}{4}$ section 18 of 23-22-4
14108	Road diversion into section 28 of 20-29-4.
14292	Road diversion into section 28 of 21-29-4.
14222	Road diversion into east $\frac{1}{2}$ of section 35 of 21-1-5.
14193	Road diversion into section 15 of 20-29-4
14921	Road diversion into northeast $\frac{1}{4}$ of section 24 of 23-29-4.
14459	Road diversion into section 29 of 20-29-4
14575	Road diversion into southwest $\frac{1}{4}$ of section 34 of 21-3-5.
14575	Road diversion into northwest $\frac{1}{4}$ of section 34 of 21-3-5.
14343	Road diversion into east $\frac{1}{2}$ of section 25 of 27-5-5.
14343	Road diversion into northeast $\frac{1}{4}$ of section 11 of 27-5-5.
14343	Road diversion into northeast $\frac{1}{4}$ of section 24 of 27-5-5
15154	Road diversion into section 5 of 21-29-4.
15524	Road diversion into section 16 and 21 of 24-24-4
15527	Road diversion into northeast $\frac{1}{4}$ of section 33 of 23-24-4.
15521	Road diversion into section 31 of 22-26-4.
15225	Road diversion into north $\frac{1}{2}$ of section 24 of 22-3-5
15225	Road diversion into south $\frac{1}{2}$ of section 28 of 22-3-5.
15238	Road diversion into southeast $\frac{1}{4}$ of section 17 of 17-29-4.
15367	Road diversion into southwest $\frac{1}{4}$ of section 17 of 15-25-4.
15367	Road diversion into southwest $\frac{1}{4}$ of section 18 of 15-25-4.
15367	Road diversion into sections 7, 8, 18 and 17 of 15-26-4.
15547	Road diversion into west $\frac{1}{2}$ of section 31 of 23-27-4.
15430	Road diversion into west $\frac{1}{2}$ of section 31 of 19-2-5.
15525	Road diversion into southeast $\frac{1}{4}$ of section 30 of 23-23-4
15542	Road diversion into northeast $\frac{1}{4}$ of section 33 of 23-28-4.
15543	Road diversion into west $\frac{1}{2}$ of section 29 of 23-28-4
15540	Road diversion into northeast $\frac{1}{4}$ of section 21 of 22-26-4.
15537	Road diversion into southwest $\frac{1}{4}$ of section 21 of 22-26-4.

Examinations—Continued.

File No.	Location.
15538	Road diversion into section 27 of 22-26-4.
15548	Road diversion into sections 6, 7 and 8 of 23-27-4
15577	Road diversion into northwest $\frac{1}{4}$ of section 18 and southwest $\frac{1}{4}$ of section 19 of 23-23-4.
15578	Road diversion of southwest $\frac{1}{4}$ of section 1 of 24-28-4.
15598	Road diversion into northeast of section of 29 of 23-28-4.
15478	Road diversion into northeast $\frac{1}{4}$ of section 12 of 24-25-4.
15677	Road diversion into sections 28 and 33 of 25-3-5.
15829	Road diversion into northeast $\frac{1}{4}$ of section 21 of 24-27-4.
15839	Road diversion into southeast $\frac{1}{4}$ of section 5 of 25-27-4.
15887	Road diversion into section 13 of 23-24-4.
15887	Road diversion into section 14 of 23-24-4.
15610	Road diversion into section 6 of 17-26-4, and 31-16-26-4.
15717	Road diversion into section 14 of 16-28-4.
16451	Road diversion into section 1 of 20-2-5 and 36-19-2-5.
16116	Road diversion into east $\frac{1}{2}$ of section 30 of 20-1-5.
16122	Road diversion into section 18 of 25-4-5.
16360	Road diversion into section 11 of 25-25-4.
16379	Road diversion into section 33 of 18-29-4.
17598	Road diversion into section 29 of 17-1-5.
17512	Road diversion into section 11 of 21-3-5.
17514	Road diversion into section 7-12 of 21 Rgs 2 3-5.
15828	Road diversion into northwest of section 32 of 24-27-4
14476	Road diversion into section 7 of 20-3-5.
14476	Road diversion into southeast $\frac{1}{4}$ of section 20 of 17-1-5.
14476	Road diversion into northwest $\frac{1}{4}$ of section 7 and southeast $\frac{1}{4}$ of 18-17-29-4.
14476	Road diversion into northwest $\frac{1}{4}$ of section 34 of 24-27-4

Examinations.

15671	Examination of road allowances north of sections 8, 9 and 10, east of sections 5, 8, 6, 4, 9, 3 and 10 and south of sections 3, 4 and 5 of 16-29-4.
15672	Examination of road allowance east of sections 5, 8, 9 and 4 and north of sections 9 and 10 of 15-29-4.
16058	Examination of road allowances north of sections 19, 20, 21, 22, 7, 8, 9 and 10, and east of sections 15, 16, 17, 18, 19, 20, 21 and 22 of 20-3-5.
16268	Examination of road allowances north of sections 20, 7 and 8 and east of sections 17, 18, 19 and 20, the blind lines north of section 17 and 18 and centre lines of 20-17-1-5 and blind line north of section 13 and centre line of section 13 of 17-2-5
16399	Examination of road allowances east of sections 28, 29, 30, 31, 32 and 33, road allowances north of sections 19, 20, 21, 31, 32 and 33, and blind lines north of sections 28, 29 and 30 or 21-3-5
15524	Examination of road allowances east of sections 17 and 20, and north of section 9 of 24-24-4.
15525	Examination of road allowances north of section 24, 23, 22, 21, 20 and 19, road allowances east of sections 24, 23, 22, 21, 20, and blind line north of sections 30, 29 and 28 of 22-3-5
14650B	Examination of road allowances north of sections 21, 22, 23 and 24 of 16-26-4, north of 19, 20, 21, 22, 23 and 24 of 16-25-4, and north of sections 19, 20, 21 and 22 of 16-24-4, and north of 9, 10, 11 and 12 of 16-26-4, and north of 7, 8, 9, 10, 11 and 12 of 16-25-4, and north of sections 7, 8, 9 and 10 of 16-24-4, and blind line north of sections 16, 15, 14 and 13 of 16-28-4, and north of sections 18, 17, 14, 13, 16, 15 of 16-25-4, and north of sections 18, 17, 16 and 15 of 16-24-4.
15536	Examination of road allowances east of sections 15, 22, 10, 3, 4, 26 and 35, and north of sections 10 and 11, and blind line north of section 14 of 24-28-4.
15521	Examination of road allowances around sections 33, 34, 35 and 36 of 22-27-4, and sections 1, 2, 3 and 4 of 23-27-4.

Examinations—Continued.

15532	Examination of road allowances east of sections 7, 18, 20, 29, 32, 21 and 28, and north of sections 7, 8, 20 and 21, the blind line north of sections 16, 6, 28, 29 and 18, and centre line of 18 of 23-25-4, and road allowance east of sections 1, 12, 13 and 24, and north of 10, 11 and 12, and blind line north of 1, 2, 3 and 13 of 23-26-4
15367	Examination for drainage in sections 12 and 13 of 23-26-4, levels taken to Little Bow River.
15478	Examination of road allowances east of sections 14, 15, 13, 22, 23 and 24, and north of sections 11 and 12, and blind line north of sections 13 and 14 of 24-25-4
16539	Examination of road allowance north of sections 7 and 8, east of sections 6, 7 and 18 of 20-3-5, and north of section 12, and east of sections 1 and 12, also blind line north of section 12 of 20-4-5
14108	Examination of Macleod trail through section 1 of 22-1-5 and examination of road allowance, south and west of section 1 of 22-1-5
3018	Examination of broken culverts on road allowance east of section 21-17-1-5
14476	Examination of road allowance east of sections 4, 5, 6, 7, 8, 18, 17, 19 and 20, west of sections 6, 7, 18, 19, 30 and 31, north of section 7, 8, 19 and 20, and south of sections 24, 23 and 22 and east of section 26 and 35 of 20-4-5.
1308	Examinations of crossing at Stimpson's creek on Pekisko trail, section 14 of 17-2-5
14414	Road allowances east of section 1 of 23-29-4, and north of section 35 of 22-29-4.
14106	Examination of south Blackfoot trail across sections 35 and 26 of tp. 21-29-4
17515	Examination of road allowance east of section 32 and north of section 33 of tp. 20-3-5.
14343	Examination of road allowance east of section 24 of 27-5-5
14768	Examination of old Blackfoot trail across section 6 and 7 of 23-25-4, and section 1, 12, 11, 10 and 9 of 23-26-4, examination of road allowance south of 1, 2 and 3 north of sections 10, 11 and 12, and east of 1, 2, 3, 10, 11 and 12 of 23-26-4, and examination of blind line north of sections 10, 11 and 12 of 23-26-4, and north of sections 6 and 5 of 23-25-4.
14193	Examination of road allowance around section 15 of 20-29-4
15023	Examination of road allowance north of section 7, 8, 9, 10, 11 and 12 of 27-2-5, and sections 7, 8 and 9 of 27-1-5, and blind line north of 7, 8, 9 and 10, 19 and 12 of 27-2-5, and 7, 8 and 9 of 27-1-5
15064	Examination of road allowance around section 32, 33, 28 and 29 of tp. 23-1-5
14542	Examination of road conditions in and around section 3-28-5-5.
14745B	Examination of road allowance north of section 24 of 18-1-5, north of 24 of 18-30-4, and north of sections 19 and 20 of 18-29-4
15471	Examination into road conditions in and around sections 24, 25 and 26 of 20-4-5.
15780	Examination of road conditions in southwestern part of 22-1-5
15429	Examination of road allowance east of sections 3, 4, 5, 6, 7, 8, 9, 17, 20, 19, 30, north of 8 and 9, and south of 6, 5, 4 and 3 of 27-5-5.
15329	Examination of road allowance west of section 18 of 25-3-5.
15326	Examination of road allowance south and west of 25-23-24-4
14717	Examination of old trail across N. W. $\frac{1}{4}$ of section 9 of 24-29-4
16147	Examination for new road across section 17 and 18 of 23-28-4
14753	Examination of road allowance and old surveyed diversion from the east boundary of section 12 of 26-4-5
15464	Examination of road allowance east, south and west of 29 of 15-28-4
15567	Examination of road allowances east of sections 11, 12 and 14 of 23-27-4.
15598	Examination of proposed diversion in N. E. $\frac{1}{4}$ of 29 of 23-28-4.
15238	Examination of road allowances south of section 17 and west of section 17 of 17-29-4

Examinations—Continued

15364	Examination of road allowances north of sections 20, 21, 22, 23, 24, 31, 32, 33, 34 and 35, and east of sections 33 and 28 of 16-29-4, and north of section 36 of 16-30-4.
15682	Examination of road allowances east of sections 10, 15, 22, 27, 14, 23, 25 and 36, north of sections 10, 11, 12, 23 and 24 in 26-4-5, and east of sections 1, 12, 13 and 4 of 27-4-5.
16500	Examination for road diversion, east boundary of section 36 of tp. 15-26-4.
14575	Examination of road allowances around sections 33 and 34 of 21-3-5, and for road across same sections
16253	Traverse of slough in sections 22 and 33 in 25-1-5 to find area, also levels for drainage
15677	Examination of road allowances around sections 28 and 33 of tp. 25-3-5
15564	Examination of road allowance east of section 6 of 23-22-4.
16116	Examination for ford across Sheep Creek in sections 19, 20, 29 and 30 of 20-1-5.
17542	Crossings of C. P. R. in Parkland in section 16 of 15-27-4.
1735	Examination of road allowances east of sections 13 and 24 of 21-3-5

Office of the Dist. Surveyor and Engineer.

Lacombe, Alta., Dec. 31st, 1908.

Sir,

I have the honor to submit the following report in connection with the work done by myself and party during the past season in the Lacombe Public Works District, and I attach hereto a schedule, showing the Roads, Road Diversions and Inspections made.

I took charge of this district about the beginning of April and organized a party the first of May, consisting of an assistant, cook and five axemen, with three teams and the usual camp equipage for field work.

I started out with a view to covering the whole of the district, and making careful inspections, and completing where required, the more recent surveys applied for, together with those which have been carried over from year to year

I began work in the northwesterly portion of the district, and made a number of small surveys and inspections, also surveyed the trail from Bear Lake to north end of Pigeon Lake, which took considerable time.

On account of the excessive rains and this part of the country being heavily timbered and particularly rough, I had great difficulty in travelling from survey to survey. I was not making as good progress as I had hoped for, and therefore found it necessary to increase my party in order to get through the heavy timber and to enable me to cover more ground and complete a greater number of surveys. I engaged an extra man and started out in advance of the party and cancelled all work which was not required, and in this way saved a lot of unnecessary travel, as the surveys are so widely scattered.

About the first of July I completed work in this part, and started for the east. From this on there was very little rain, trails were good, and being partly open country, I made excellent time and completed a large number of small surveys, also surveyed the road from Stettler to Meeting Creek, the road from Stettler to White-

brush, and the road around the south end of Red Deer Lake.

I gave my attention to the southwest part and the vicinity of Lacombe for the balance of the season, where I made a number of surveys which had been outstanding for several years.

The extreme southern part of the district was not gone over, as no work was applied for in that particular territory.

The early part of the season was very unfavorable for field work on account of the heavy f'oods. The latter part, however, being exceptionally good, enabled me to cover practically the whole of the district, with the exception of a few surveys in the vicinity of Tp. 40-16-4. These I was unable to reach without a great loss of time, and I will have them attended to early next spring.

I disbanded party about the middle of November, and the remainder of the year I spent on office work, preparing plans and field notes

Your obedient servant,

A S STEWART,

D. S. & E.

L C CHARLESWORTH,

Director of Surveys

Edmonton, Alta.

New Roads.

File	No.	Location.
15356	1	Road along blind line, sections 16 21, township 38-25-4.
14404	2	Road along Eckville to Lesterville, township 39-3 4 5-5
16063	3	Road between townships 41 42-20-4
15718	4	Road from Stettler to Meeting Creek, townships 39 40 41 42 R. 19. W. 4.
16172	5	Road along east of townships 39 40, R. 21-4.
15205	6	Road along north boundary of township 39-21 22-4
15824	7	Road through township 38-22-4
16730	8	Road along blind line between sections 1 12, 2 11, township 43-14-4
16110	9	Road along quarter line of section 8-45-16-4.
16316	10	Road around Red Deer Lake in sections 29 30 31 32 33, township 42-21-4, and sections 25 36-42-22-4.
15477	11	Road along blind line north of sections 28 29 30-42-26-4.
14629B	12	Road through centre of sections 29 30-43-27-4
16146	13	Road along blind line between sections 3 10, 4 9, 2 11, 1 12, town- ship 45-26-4
15895	14	Road through sections 29 31, township 44-27-4.
14681	15	Road from Bear Lake to north end of Pigeon Lake in township 46, ranges 26 27, W 4.
15068	16	Road along blind line between 33 28, 34 27, township 47, R. 27-4.
15338	17	Road through centre of sections 4 9, township 47-24-4.
15067	18	Road through centre of sections 19 20 21, township 46, R 16, W 4, and section 24-46-17-4
15136	19	Road through S. ½ section 34-46-20-4.
16542	20	Road through section 7-42-24-4.
15502	21	Road north from coal mines in sections 11 14 15, township 39-23-4
15417	22	Road in township 40-2 3-5.
14255C	23	Road through Indian Reserve, township 46-28-4 and section 18-46-27-4.

Road Diversions.

15402	1	Diversion in N. W. ¼ section 15 and S. W. ¼ 22, township 38-23-4.
16440	2	Diversion in N. W. ¼ section 9 and S. W. ¼ section 16-39-23-4
15324	3	Diversion in S. E. ¼ section 31-38-23-4.
15965	4	Diversion in S. W. ¼ section 4-39-24-4.
15357	5	Diversion in S. ½ section 14-38-25-4.
16148	6	Diversion in N. ½ section 9-39-28-4.
15967	7	Diversion in W. ½ section 3-39-1-5.
16193	8	Diversion in N. W. ¼ section 10-39-2-5.
15649	9	Diversion in N. W. ¼ section 10-42-4-5.
15878	10	Diversion in sections 1 2, township 40-3-5.

Road Diversions—Continued

File No.	Location.
16558 11	Diversion in N. E. $\frac{1}{4}$ section 36-39-27-4.
15897 12	Diversion in S. E. $\frac{1}{4}$ section 24-40-28-4.
15585 13	Diversion in N. E. $\frac{1}{4}$ section 7-41-27-4.
15937B 14	Diversion in W. $\frac{1}{2}$ section 14-40-27-4.
15608 15	Diversion in S. E. $\frac{1}{4}$ section 19-39-25-4.
16194 16	Diversion in S. E. $\frac{1}{4}$ section 9-42-22-4.
15506 17	Diversion in N. $\frac{1}{2}$ section 34-38-22-4.
15653 18	Diversion in S. $\frac{1}{2}$ section 28 and N. W. $\frac{1}{4}$ section 27-37-20-4
15707 19	Diversion in S. E. $\frac{1}{4}$ section 1-38-20-4
16398 20	Diversion in sections 4 9, township 37-19-4
16526 21	Diversion in S. $\frac{1}{2}$ section 29-46-13-4
16527 22	Diversion in sections 21 28 33, township 46-13-4.
15509 23	Diversion in N. E. $\frac{1}{4}$ section 9-45-13-4
15724 24	Diversion in sections 24,25, township 44-14-4
15742 25	Diversion in sections 13-42-12-4.
15741 26	Diversion in S. W. $\frac{1}{4}$ section 5-42-12-4.
16323 27	Diversion in W. $\frac{1}{2}$ section 4-42-12-4
15508 28	Diversion in sections 8 9, township 42-12-4.
14797 29	Diversion in S. W. $\frac{1}{4}$ section 21-42-12-4.
15795 30	Road diversion in N. E. $\frac{1}{4}$ section 28-43-13-4.
15743 31	Road diversion between sections 20 21, 28 29, 43-13-4.
15913 32	Road diversion in N. E. $\frac{1}{4}$ section 33-43-13-4.
15796 33	Road diversion in S. W. $\frac{1}{4}$ section 4-44-13-4
15510 34	Road diversion in N. E. $\frac{1}{4}$ section 11-44-15-4.
15072 35	Road diversion between sections 19 20, 18 17-40-19-4.
16335 36	Road diversion in N. W. $\frac{1}{4}$ section 19-44-17-4.
16450 37	Road diversion between sections 36 1, 35 2, 43 44-18-4.
15701 38	Road diversion in N. E. $\frac{1}{4}$ section 21-43-18-4.
15535 39	Road diversion in section 10-45-21-4
15318 40	Road diversion between section 3 34, township 42 43-22-4
15040 41	Road diversion in section 16-42-26-4.
15500 42	Road diversion in section 28-45-24-4
15807 43	Road diversion in section 2-45-26-4.
15898 44	Road diversion in N. W. $\frac{1}{4}$ section 7-45-27-4
15827 45	Road diversion in section 3-45-27-4
15679 46	Road diversion in sections 4 33 34-44 45-27-4.
15906 47	Road diversion in S. W. $\frac{1}{4}$ section 18-46-1-5.
15497 48	Road diversion in E. $\frac{1}{2}$ section 11-46-26-4
15498 49	Road diversion in sections 14 15, township 46-26-4.
15174 50	Road diversion in S. W. $\frac{1}{4}$ section 14-47-28-4
15579 51	Road diversion in S. W. $\frac{1}{4}$ section 9-46-24-4.
16531 52	Road diversion in S. W. $\frac{1}{4}$ section 10-45-14-4
15560 53	Road diversion in section 29-47-21-4
15553 54	Road diversion in section 21-44-18-4
15719 55	Road diversion in sections 23 24 25 26, township 39-21-4
15204 56	Road diversion in section 19 30, township 39-21-4.
16036 57	Road diversion in section 21-39-3-5
14635 58	Road diversion in north of sections 10 11, township 43-25-4.

Inspections.

14456 1	Inspection in section 22-44-21-4
15403 2	Inspection in sections 3 4 5 township 43-23-4.
16315 3	Inspection in section 3-43-24-4.
16459 4	Inspection in section 33-42-23-4
15477 5	Inspection in section 27-42-27-4
15213 6	Inspection between sections 22 23, township 41-21-4
15638 7	Inspection in section 25-41-21-4
15637 8	Inspection between sections 22 23, township 41-22-4
14652 9	Inspection in section 15-41-21-4
15664 10	Inspection in section 36-38-21-4.
15955 11	Inspection in section 3-38-23-4.
15323 12	Inspection in section 18-38-23-4
15941 13	Inspection in north of township 38, R. 23 24-4.
15904 14	Inspection between sections 18 19, township 39-28-4.
15691 15	Inspection in sections 28 33, township 39-28-4.
14641 16	Inspection in section 14-39-28-4
15835 17	Inspection in section 33-38-1-5

Inspections---Continued

File No.	Location.
15582 18	Inspection in sections 10 15, township 40-28-4.
16354 19	Inspection in sections 9 17, township 39-1-5.
16034 20	Inspection in sections 14 23, township 39-3-5.
16037 21	Inspection in sections 16 21, township 40-3-5.
15716 22	Inspection in sections 26 35, township 40-4-5.
15529 23	Inspection in section 17-41-2-5.
15853 24	Inspection in sections 13 18, township 42-1 2-5.
15227 25	Inspection in section 4-43-2-5.
16044 26	Inspection in section 22-43-2-5.
15353 27	Inspection in section 24-43-2-5.
16452 28	Inspection in sections 7 8 9 10 11 12, township 43-1-5.
16021 29	Inspection in sections 19 to 24, township 43-1-5.
15923 30	Inspection in sections 15 22, township 40-27-4
15415 31	Inspection of sections 27 28, township 40-27-4.
15360 32	Inspection in sections 26 27, township 40-26-4
15358 33	Inspection in sections 15 16, 22 21, township 40-25-4
14250A 34	Inspection in sections 17 20, 18 19, township 39-26-4.
16029 35	Inspection in east of section 25-40-27-4.
15127 36	Inspection in sections 14 23, township 43-28-4
15685 37	Inspection in east of sections 11 14 23 26 35, township 45-28-4.
15686 38	Inspection in sections 11 2, township 46-28-4.
15906 39	Inspection in section 7-46-1-5.
15455 40	Inspection in north of sections 19 to 24, township 46-2-5
15499 41	Inspection in sections 15 22, township 46-26-4
16431 42	Inspection in sections 9 4, township 47-27-4
16014 43	Inspection in section 22-40-24-4
14110 44	Inspection in C & E trail from Lacombe to Millet
14682 45	Inspection in section 13-46-23-4.
16335 46	Inspection in east of townships 44 45, R 18-4
16531 47	Inspection in sections 21 22, township 45-14-4.
16564 48	Inspection in east of sections 14 23, township 45-14-4.
15623 49	Inspection in section 14-46-14-4.
15725 50	Inspection in section 9-44-14-4.
16364 51	Inspection in sections 7 12, township 44, ranges 12 13, W 4
15729 52	Inspection in sections 17 20, township 43-13-4
15728 53	Inspection in sections 27 34, township 43-13-4.
16548 54	Inspection in section 7-45-19-4
15098 55	Inspection in section 34-45-20-4
15670 56	Inspection in section 29-45-20-4.
15359 57	Inspection in section 36-39-26-4, and set grade stakes.
15545 58	Inspection in between sections 10 15, 22 23, 14 15, township 44-26-4, and set grade stakes
14941 59	Inspection in section 32-37-24-4, and surveyed ditch.

Public Works District of South Alberta.

Raymond, 31st Dec 1908.

JOHN STOCKS, ESQ.,

Deputy Minister of Public Works,
Edmonton, Alta.

Sir,

I have the honor to submit the following report of surveys made and other work done by me in this district during the past season.

Most of the winter season was spent in preparing returns of the surveys made during the season of 1907. A few surveys, easy of access, were made and plans submitted..

I made up my party and commenced field work at Stirling on April 15th, and worked through Raymond and Magrath to Cardston

and Boundary Creek where I had left off in December, 1907. I cleared up all the outstanding surveys in the Cardston, Boundary Creek and Mountain View districts, and then began moving northward taking in everything within a reasonable distance of Standoff, Macleod, Granum, Claresholm, Stavely and Nanton. My instructions included surveys in township sixteen and everything south; so when I had finished the Nanton vicinity I turned southward, and worked along the Porcupine Hills taking in Lyndon and vicinity, south fork of Trout Creek, Meadow Creek, Daly Creek, and from here south to Old Man River. As the season was well advanced I commenced survey of road from the mouth of Willow Creek to the new steel bridge now under construction over Old Man River north of Macleod. I worked here till the 18th of December, when I started for home where I arrived on the 20th.

In general, the season has been a good one for surveying, but the heavy rains in June did a great deal of damage to roads in the Cardston District, making necessary some additional surveys. Brooks were swollen into rivers, while creeks were raging torrents which carried away bridges and surveyed roads. Lee's Creek especially changed its course in many places, and in a few made new surveys necessary.

Outside of some severe gales the fall has been ideal up to the time of breaking camp, and has enabled me to make fairly good headway this season.

The greater part of my time has been spent outside of camp making examinations, and therefore a good portion of the responsibility of the field work has rested upon my assistant.

Below is a list of surveys and examinations made:

New Surveys.

File	Location.
14562	Survey through section 32-6-19-4, to connect the Lethbridge-Stirling road with the village of Stirling
15784	Survey of road through the centre of section 27-6-19-4, leading east from the village of Stirling.
15784	Survey through sections 29 and 32-1-25-4 to allow settlers to get out to the Cardston road
14484	Road through section 32-2-25-4 to connect with the Cardston road from the south.
15896	Road through sections 13 and 24-2-26-4 to connect with Cardston-Beazer Road.
16119	Road through sections 3, 4 and 9-3-26-4 and sections 28, 29 and 33-2-26-4 to give settlers on Boundary Creek access to Cardston.
16346	Road through sections 23, 26, 27 and 31-2-26-4, to connect Leavitt with Cardston-Beazer Road and with the country to the south and east
14191	Road through sections 21 and 29-6-25-4 and the Blood Indian Reserve at Standoff
14774	Road through sections 10, 15, 23, 24, 25 and 36-9-26-4 to connect Willow Creek road with steel bridge over Old Man River west of Macleod.
14229A	Road through section 35-8-26-4 to avoid cutting valuable property unnecessarily.
16616	Road through sections 32, 33 and 35-13-28-4 and sections 2, 3, 5 and 6-14-28-4.
16248	Road through section 12-13-28-4.
15077	Road from Lyndon to the Saw Mill through townships 12 and 13-29/30-4.
15234	Road along the south fork of Trout Creek to let ranchers out of Claresholm.
14546	Road through sections 27 and 34-11-28-4 to let settlers out to Claresholm.

Diversions.

File No.	Location.
15842	Survey around a lake into sections 26 and 35-13-28-4.
15772	Survey into the northeast quarter of section 19-6-20-4 around the end of Fifteen Mile Butte
15722	Survey around a lake into the northwest quarter of section 24-6-20-4
15775	Survey into the northeast quarter of section 9 and the northwest quarter of section 10-5-22-4.
14790	Survey into the northwest quarter of section 7-2-25-4.
14220	Survey into section 31-1-25-4 and section 25-1-26-4 around a hill
15179	Survey into sections 13, 14 and 24-1-25-4 around lakes on road allowance and the bank of St. Mary's River.
16024	Survey into sections 7, 17, 18, 19, 20 and 29-2-25-4 to open road between Boundary Creek and Cardston.
15838	Survey into sections 2, 11 and 13-1-26-4 to open road to the international boundary, connecting with road to Banff on St. Mary's Lakes in Montana.
16114	Survey into section 18-1-26-4 and sections 12 and 13-1-27-4 to let settlers out to the road to Cardston.
16339	Survey through the south half of section 4-2-27-4, to furnish outlet to settlers.
16432	Survey into sections 2, 11 and 12-3-25-4 around a hill on road allowance.
14638	Survey into section 33-5-26-4 and into section 4-6-26-4 to give outlet to settlers
15802	Survey across a coulee in section 12-8-26-4
16267	Survey into sections 25 and 36-8-25-4 to get around hills on road allowance
15102	Survey into section 27-9-27-4 around lake on road allowance.
16604	Survey into section 17-10-26-4 around lake on road allowance.
15355	Survey into sections 23 and 25-14-28-4 to get around creek on road allowances.
15833	Survey into sections 22 and 28-14-28-4 to give suitable grades up Pine Coulee banks.
15946	Survey into sections 14 11, 15-14-28-4 to give good grades up banks of Pine Coulee
15131	Survey into sections 34-15-28-4 and 3-16-28-4 across deep coulee which blocks road allowance.
15130	Survey into the southwest quarter of section 22-16-28-4 around a bend of Mosquito Creek.
15740	Survey into section 19-10-27-4 and sections 24 and 25-10-28-4 to give suitable grades up hills.
15786	Survey into sections 10 and 11-10-28-4.
17569	Survey into sections 26 and 27-10-28-4 to bridge over Daly Creek
17567	Survey into section 20-10-28-4 to new bridge over coulee on road allowance
15489	Survey into S. W. ¼ of section 6-11-27-4 to give good grade around hill on road allowance

Changes in Surveys.

14612	Change in section 19-1-26-4 to avoid snow and give better grade.
16289	Change in section 18-2-26-4 on account of washout on Lee's Creek.
14297	Change in section 13-2-28-4 to give better grade
14560	Change in the northwest quarter of section 12-2-27-4 on account of washout on Lee's Creek
16228	Change in section 32-2-24-4 to avoid snow on bank of St. Mary's River
16345	Change in sections 8 and 11-14-26-4 to give better grades.
14560	Change in sections 25 and 36-2-26-4, section 31-2-25-4, and section 5-3-25-4 on account of washout on Lee's Creek
14145	Change in section 3-9-27-4 to avoid cutting property unnecessarily

Surveys for Bridge Sites.

1097	Traverse of Old Man River north of Macleod in township 9-26-4, with triangulation and cross section of the river in the southeast quarter of section 13-9-26-4
1253	Traverse and cross section of Belly River northwest of Taber in township 10-16-17-4 for site for steel bridge
1010	Cross section of canal in section 9-5-22-4
1562	Cross section of canal on road allowance between sections 2 and 3-5-23-4.
1646	Cross section of canal on township line north of section 33-4-23-4

Surveys Checked.

File No.	Location.
14636	Measurement to check survey in section 15-9-29-4.
16546	Measurement to check survey in section 16-9-28-4.
14251E	Check survey of road in the northeast quarter of section 20-7-3-5.
15775	Measurement for tie to quarter section corner in section 9-5-22-4.

Drains.

	Placing grade stakes in drains in section 18-1-25-4 and section 12-1-26-4
14925	Survey of drain to lake in section 26-8-26-4.

Examinations.

15533	Examination and report of road as graded in sections 22 and 28-14-28-4.
15077	Examination and report of work done by Mr. Richard Moore between Lyndon and Mr. Dawson's ranch.
14145	Examination and report of change of road asked for in section 3-9-27-4.
15555	Examination and report of railway crossing east of Sec. 23-10-12-4.
16185	Examination and report on change of road asked for in section 15-8-30-4.
26	Examination and report on unbridged crossings of canal on road allowances between sections 13, 14, 6-20-4 and between sections 5, 6-8-20-4.
5635	Examination and report on Kimball, Taylorville, Timber road.
25160	Examination and report on route for telephone line between Lethbridge and Taber.
14167	Examination and report on change of road asked for in sections 30, 31 and 32, 8-26-4
14487F	Examination and report on change of road in the south half of section 17-4-20-4.
14234	Examination and report on road allowance west of section 20-5-29-4 flooded by reservoir.
14251B	Examination and report of road at Frank, change asked for by the Canadian-American Coal & Coke Co
14167	Examination and report on the route of telephone line between Pincher Creek and Brocket.
1794	Examination, cross-section and report of crossing on Pothole Coulee between section 7 and 18-6-21-4.
14283	Examination and report on road asked for in township 8-3-5.
15734	Examination and report on diversion asked for between sections 27, 28-6-19-4.
1933	Examination and report on bridge site over canal between sections 4 and 5-6-21-4.
15115	Examination and report on route for telephone line between Lethbridge and Macleod.
16604	Examination and report on diversion asked for between sections 17 and 18-10-26-4.
16480	Examination and report on proposed road in sections 20 and 21-5-1-5, leading to coal mine
16222	Examination and report on road allowances within Mr. F. W. Godsal's Ranch in township 7-1-5.
16481	Examination and report on proposed road along the south fork of Old Man River in township 6-2 3-5.
14200	Examination and report on road allowance south of the southeast quarter of section 16-7-3-5.
14614	Examination and report on surveyed road east of north fork of Old Man River for the purpose of opening same to traffic
15069	Examination and report on proposed road in the northeast corner of section 10-7-3-5.
15695	Examination and report on surveyed road in sections 21 and 27-11-28-4, part of which was closed by settler.
16185B	Examination and report on location for bridge site in section 35-7-1-5 over Old Man River.
17178	Examination and report on road allowances east of sections 20 and 29 and north of section 21-9-25-4.
16263	Examination and report on roads asked for in sections 11, 14, 15 22, 23 and 24-8-1-5

Examinations—Continued.

File No.	Location.
15031	Examination and report on washout on road allowance between sections 34 and 35-8-2-5
16091	Examination and report on roads from the top of coulee in section 3-9-22-4 to township 12-22-4.
3651	Examination and report on repairs needed on road between Stirling and Magrath.
5061	Examination and report on repairs needed on road allowance north of sections 20 and 21-6-20-4.
5069	Examination and report on improvements to road allowance west of sections 15 and 22-6-20-4.
16956	Examination and report on road allowances included within the large field north of Raymond.
16552	Examination and report on diversion asked for in sections 27 and 34-6-19-4.
1747	Examination and report on road and bridge in sections 29 and 32-6-17-4 over Kipp's Coulee.
2442	Examination and report on road and bridge east of section 20 and 29-6-19-4
15826	Examination and report on diversion and culverts required north and east of section 12-6-19-4.
2930	Examination and report on court house site in Lethbridge.
16482	Examination and report on diversion and bridge over Willow Creek in section 28-2-24-4

Respectfully submitted,

Your obedient servant,

(Signed) R. J. GORDON,

District Surveyor and Engineer

Medicine Hat, Dec. 31st, 1908

JOHN STOCKS, ESQ.,

Deputy Minister of Public Works.

Edmonton, Alta.

Sir,

I have the honor to submit the following report with regard to the work performed by me during the past season in the Public Works District of Medicine Hat, also in the district of Olds.

The greater part of the work done this season consisted of surveys, of road diversions, new roads, cross sections of creeks for bridges, examinations and reports.

Below is given a list of surveys and examinations made in the order of instructions received:

Road Diversion Surveys.

Survey No.	File	Location
154-08	15216	Diversion from road allowance N. $\frac{1}{2}$ section 2-11-3-4
63-08	15632	Diversion from road allowance sections 23 26, Tp 10, R 3-4.
	15451	Diversion from road allowance sections 24 25, township 9, range 3-4 and S. E. $\frac{1}{4}$ of section 30, township 9-2-4.
	15762	Diversion from road allowance section 7 Tp 9 R. 5-4, section 24 Tp 9 R 6-4, S. E. 26 Tp. 9 R 6-4.
	16331	Diversion from road allowance sections 27 28 Tp. 28-27-4.
22-08	15590	Diversion from road allowance S. E. $\frac{1}{4}$ 4 Tp. 29 R 27-4.
	16334	Diversion from road allowance S. W. $\frac{1}{4}$ 4 5, Tp. 29, R. 27-4
278-07	15504	Diversion from road allowance sections 35 36, Tp 28 R. 28-4.
31-08	15607	Diversion from road allowance N. E. $\frac{1}{4}$ section 12 and S. E. $\frac{1}{4}$ 13 Tp 29-28-4 and N. E. $\frac{1}{4}$ 7 Tp. 29-27-4.
835-08	16081	Diversion from road allowance sections 14 23, Tp 29-28-4.

Road Division Surveys---Continued

Survey No.	File	Location.
	16367	Diversion from road allowance N. E. 7 Tp 29-28-4.
112-08	14471B	Diversion from road allowance N. E. $\frac{1}{4}$ 20 Tp. 28-1-5
244-07	15348	Diversion from road allowance sections 20 21, 22 23, Tp 28-2-5.
94-07	15151	Diversion from road allowance section 9 Tp. 30-24-4.
308-07	15422	Diversion from road allowance sections 5 6 7-31-23-4, N. E. 36-30-24-4 and N. W. 31-30-23-4.
277-08	15817	Diversion from road allowance sections 14 15 23 Tp 30-23-4.
389-08	16300	Diversion from road allowance N. W. 32 Tp. 31-22-4.
332-08	16012	Diversion from road allowance section 30, Tp. 31-25-4.
	16425	Diversion from road allowance sections 14 23 Tp 31-26-4.
161-07	15154	Diversion from road allowance S. E. 31, N. $\frac{1}{2}$ 20-31-26-4
159-07	15180	Diversion from road allowance W. $\frac{1}{2}$ 16-31-26-4.
162-07	15152	Diversion from road allowance E. $\frac{1}{2}$ 18-31-26-4
137-06	16482	Diversion from road allowance N. W. section 8-31-27-4.
178-08	15714	Diversion from road allowance S. E. section 3 Tp. 32-28-4 and N. W. section 34 Tp 31-28-4.
100-07	16466	Diversion from road allowance sections 2 3 Tp 33-28-4 and N. W. section 35-32-28-4
399-08	16387	Diversion from road allowance sections 8 9-32-27-4
137-06	16462	Diversion from road allowance N. section 8-31-27-4
494-08	15309	Diversion from road allowance N. W. $\frac{1}{4}$ 34-31-27-4
135-06	16463	Diversion from road allowance N. $\frac{1}{2}$ section 33 Tp 32-27-4 and sections 3 4 Tp 33-27-4
429-08	16460	Diversion from road allowance N. W. $\frac{1}{4}$ 30 Tp. 30-27-4.
310-08	15711	Diversion from road allowance E. $\frac{1}{4}$ section 30 Tp 30-2-5
457-08	16549	Diversion from road allowance S. E. section 29, Tp 29-1-5
	15673	Diversion from road allowance section 15 Tp 29-2-5
	17508	Diversion from road allowance N. E. section 24, Tp. 29-2-5
	15147	Diversion from road allowance sections 15 9 8 7-29-23-4 and sections 12 15 16 17 Tp 29-24-4
	15340	Diversion from road allowance S. $\frac{1}{2}$ section 12 Tp 8-4-4

Examinations and Reports.

17140	Examination and report for lease of road allowance Secs 30 29, 31 32, Tp. 10, R. 5-4.
1738	Examination for proposed bridge across Ross Creek east of Sec 29, Tp 12, R. 5-4
15733	Examination of road allowance S. E. section 24, Tp 12-6-4
15739	Examination of road allowance Winnifred Station, Crows Nest R. R.
14205A	Examination of approaches to bridge over Gros Ventre Creek, Secs 8 9, Tp. 11-4-4.
17146	Examination of road allowances enclosed by Western Packing Co.'s fence Tp. 8-4-4
15762	Examination of road allowance through Stacks & Burton's Ranch, Tp. 11-5 6 W 4th
16157	Examination of road allowances, Secs 26 27 35, Tp. 13-6-4.
15799	Examination of Josephburg trail at Coleridge to avoid C. P. R. "Y" to Lethbridge
15798	Examination of road allowance, Pashby Station, C. P. Ry Sec 12, Tp 12-4-4.
15812	Examination of proposed diversion by C. P. R. at Tilley Station, N. E. Sec 24, Tp 17-13-4.
15813	Examination and report of proposed diversion by C. P. R. at Cassells Station, S. W. $\frac{1}{4}$ 4, Tp 19-15-4
15815	Examination and report of proposed diversion by C. P. R. Southesk Station, Sec. 4, Tp 20-16-4, and Sec 33, Tp. 19-16-4
338-08	14952 Examination and report for drainage of lake, N. W. $\frac{1}{4}$ Sec 33, Tp 32-28-4
	15399 Examination and report of C. & E. trail through Secs. 2 11, Tp. 30-1-5.
	Examination and report of road allowance east of Sec. 30, Tp. 20, R. 1-5.

Examinations and Reports—Continued.

Survey No.	File.	Location.
		Examination and report of road allowance N. of Sec. 7, Tp. 30-1-5 and north of Secs. 31, Tp. 29-1-5.
		Examination and report of road allowance north of Secs. 23 24, also Blind Line north of Secs. 24 25, Tp. 30-1-5.
		Examination and report of road allowance N. of Secs. 8 9 10 and 11, Tp. 30-2-5.
	14110B	Examination and report of road allowance east of Sec. 34 Tp. 29-1-5, also C. & E. trail Secs. 27 34.
157-03	14789B	Examination and report on closing portion of Nose Creek-Beaver Dam trail, Secs. 9 16, 17 20, Tp. 28-2-5.
	17510	Examination and report on proposed road north of Secs. 15, 16, 17 and 18, Tp. 29-1-5.
	16763	Examination and report of road allowance east of Sec. 3, Tp. 29-27-4.
	15599	Examination and report of road allowances in L. C. Brown's lease, Tp. 8, R. 3 4-4 or R. O. Warwick's land Tp. 8 R. 3-4
	14110B	Examination and report of C. & E. trail through Secs. 14, 23 and 26, Tp. 29-1-5.
	16348	Examination and report of proposed road between Secs. 3 10, Tp. 29-1-5.
	15487	Examination and report on road allowances north of Secs. 8 9 10 11, Tp. 30, R. 2-5
	15413	Examination and report on road allowance north of N. E. ¼ Sec. 31, Tp. 29-1-5.
	15922	Examination and report on abandoning surveyed road south side of C. P. Railway, Tp. 13-6-4
Surveys of New Roads.		
	15974	Survey of new road Secs. 28 33, Tp. 10-4-4.
42-03	15599	Survey of new road connecting the Josephsburg and Medicine Lodge trails, Tp. 8-3-4.
160-07	15190	Survey of new road, Secs. 30 31, Tp. 31-25-4
401-03	16380	Survey of new road north of ¼ section line through Secs. 32 34, Tp. 31-27-4.
	14110	Survey of new road along quarter section line Sec. 35, Tp. 28-1-5.
24-03	15001	Survey of new road through Secs. 9 16, 17 18 and 19, Tp. 29, R. 5-5

Cross sections were taken for bridge sites and for improvement of hills.

Plans and field notes for above surveys are now in course of preparation.

A general engineering supervision of the work in connection with the building of the traffic bridge over the South Saskatchewan River at Medicine Hat was attended to during January and February.

Your obedient servant,

(Signed) J. A. CARBERT

D S. & E.

Coal Mines Branch

Inside Staff 1 Clerk and Stenographer.
Outside Staff 3 Inspectors.

The year 1908, as may be seen from the following tables and statistics, has shown a steady development in the mining industry of the Province. Trade conditions, which have been unfavorable all over the country, have had a considerable effect on the coal business. There is only a slight increase in coal production as compared with 1907, but this increase would have been much greater, judging from the development at the mines, had trade conditions been better

Year.	Output in tons for North West Territories (Alberta and Saskatchewan.)	Output in tons, Alberta.
1901	346,649	.
1902	510,674	.
1903	622,939	.
1904	782,931	.
1905	.	811,228
1906	.	1,385,000
1907	.	1,834,745
1908	.	1,845,000

The above figures show that there has been a slight increase over the 1907 output.

Classification of Output of Coal in Alberta During the Year 1908.

Lignite Coal	584,334 tons
Bituminous Coal	1,011,571 tons
Anthracite Coal	249,095 tons
Coal used in coke production	128,397 tons
Coke produced	75,657 tons
Briquettes produced	36,261 tons

Schedule of Accidents in Coal Mines During 1908. (Above and Below Ground)

Mine and Location	Resulting Fatally	Serious Injury	Slight Injury	Total of Accidents
International Coal & Coke Co., Coleman . . .	.	9	4	15
H. W. McNeill Co., Canmore	4	5	3	12
Hillcrest Coal & Coke Co., Hillcrest . . .	.	3	2	5
West Canadian Collieries, Ltd., Lille . . .	1	3	.	4
Bankhead Mines, Ltd., Bankhead	.	4	.	4
Alberta Railway & Irrigation Co, Lethbridge .	.	3	1	4
Parkdale Coal Co., Edmonton	1	1	1	3
West Canadian Collieries, Ltd., Bellevue .	1	1	.	2
Stratheona Coal Co., Stratheona	.	2	.	2
Canada West Coal Co, Taber	.	2	.	2
Galbraith Coal Co., Lundbreck	.	1	1	2
Royal Collieries, Ltd., Lethbridge	.	2	.	2
United Collieries, Ltd., Edmonton	.	1	.	1
Dawson Coal Co., Edmonton	.	1	.	1
Maple Leaf Coal Co., Bellevue	.	.	1	1
Cardiff Coal Co., Cardiff	1	.	.	1
Canadian American Coal & Coke Co, Frank.	1	.	.	1

Mines Opened in 1908.

No.	Location.	Operated by	Character of coal
163	Taber	Jas. E. Shirts	Lignite
165	Medicine Hat	Red Cliff Brick Co Ltd.....	Lignite
166	Alix	Simms & Gilmouth	Lignite
167	Content	R. W. K. Cousins	Lignite
168	Nevis	R. Jackson	Lignite
169	Mitford	Western Canada Cement & Coal Co., Ltd.	Lignite
170	Taber	Coal City Coal Co.	Lignite
171	Taber	Hannah & Moe	Lignite
172	Taber	H. I. Reynolds	Lignite
173	Taber	W. E. Duncan	Lignite
174	Lethbridge	Rogers Coal Co.	Lignite
175	Taber	Jno. Marsh	Lignite
176	Magrath	Ashworth Townsley	Lignite
177	Strathcona	Twin City Coal Co	Lignite
178	Namoo	Kelly & Curiven	Lignite
179	Coutts	Jos. Oborn	Lignite
180	Grassy Lake	J. J. Mills	Lignite
181	Taber	Monarch Collieries, Ltd	Lignite
182	Edmonton	Raymond Coal Co.	Lignite

Mines Operated During 1908.

2	Canmore	H. W. McNeill Co., Ltd.	Bituminous
3	Lethbridge	Alberta Railway & Irrigation Co	Lignite
8	Clover Bar	Wm. Daly	Lignite
9	Edmonton	Clover Bar Coal Co.	Lignite
16	Namoo	Mr Talbot	Lignite
24	Strathcona	Wetaskiwin Coal Co.	Lignite
28	Namoo	Frank Smith	Lignite
29	Strathcona	White Star Coal Co.	Lignite
30	Lineham	Cooper & McPherson	Lignite
32	Cardiff	Cardiff Coal Co.	Lignite
37	Medicine Hat	Ainsley & Pruitt	Lignite
39	Taber	Reliance Coal Mining Co	Lignite
40	Hillcrest	Hillcrest Coal & Coke Co	Bituminous
43	Edmonton	Wm. Humberstone	Lignite
46	Edmonton	Milner Benner Coal Co	Lignite
47	Strathcona	Strathcona Coal Co.	Lignite
48	Frank	Canadian American Coal & Coke Co.	Bituminous
49	Edmonton	Edmonton Standard Coal Co	Lignite
53	Carbon	Knee Hill Coal Co.	Lignite
54	Lethbridge	James Ashcroft	Lignite
55	Lethbridge	Geo. F. Russell	Lignite
57	Pincher Creek	W. R. Welsh	Lignite*
59	Lundbreck	Galbraith Coal Co	Lignite
61	Medicine Hat	Fred Scott	Lignite
64	Lille	West Canadian Collieries	Bituminous
69	Edmonton	Keith & Fulton	Lignite
70	High River	Wm. Ellis	Lignite
72	Gleichen	Blackfoot Indians	Lignite
74	Edmonton	Jno. Milner	Lignite
75	Namoo	Mr White	Lignite
76	Lundbreck	Alberta Coal & Coke Co	Lignite*
77	Lundbreck	Breckenridge & Lund Coal Co	Lignite
80	Bankhead	Bankhead Mines, Ltd.	Anthracite
82	Taber	Duggan, Huntrods & Co.	Lignite
87	Bellevue	West Canadian Collieries	Bituminous
88	Coleman	International Coal & Coke Co.	Bituminous
89	Edmonton	Western Coal Co.	Lignite
90	Clover Bar	Western Coal Co., Edmonton	Lignite
91	Clover Bar	R. P. Ottewell	Lignite
92	Lethbridge	Royal Collieries, Ltd.	Lignite
98	Clover Bar	Byers Bros.	Lignite
99	Strathcona	Frazer & Freeman	Lignite
101	Namoo	Lindsay Bros	Lignite
103	Carstairs	Simon Downie & Sons	Lignite*
104	Lethbridge	Diamond Coal Co	Lignite
105	Taber	Canada West Coal Co.	Lignite
106	Taber	Domestic Coal Co.	Lignite

Mines Operated During 1908—Continued.

No.	Location.	Operated by	Character of coal
109	Edmonton	Parkdale Coal Co.	Lignite
110	Namoo	Thos. Davies	Lignite
111	Taber	Thos. Irvine	Lignite
112	Three Hills	Three Hills Coal & Development Co., Calgary	Lignite*
113	Three Hills	Nicholls & Bothamley	Lignite
114	Taber	Jno. Howells	Lignite
115	Carbon	A. C. Stopp	Lignite
116	Three Hills	Jarvis & McKenzie	Lignite
117	Three Hills	C. F. Bothamley	Lignite*
119	High River	Chas. E. McIntosh	Lignite*
120	Nanton	B. Parton	Lignite
121	Carbon	Carbon Brick & Coal Co.	Lignite*
124	Taber	Jno. Marsh	Lignite
125	Edmonton	Ketchum Coal Co.	Lignite
126	Bellevue	Leitch Collieries, Ltd.	Bituminous
128	Edmonton	Rosedale Coal Co.	Lignite
129	Cardiff	Alberta Coal Mining Co.	Lignite
130	Taber	Central Coal Co.	Lignite
131	Taber	Fox & Simms	Lignite
132	Taber	Canadian Pacific Railway	Lignite
133	Bellevue	Maple Leaf Coal Co.	Bituminous
134	Reid Hill	J. Ashmore	Lignite
135	Lethbridge	W. Stafford	Lignite
136	Bowville	Henry Theriault	Lignite
137	Reid Hill	W. J. Greenaway	Lignite
141	Namoo	Namoo Coal Co.	Lignite*
142	Three Hills	Geo. Watson	Lignite
143	Bowville	W. J. Bell	Lignite
144	Pincher Creek	Scott & MacLane	Lignite
145	Pincher Creek	Pincher Creek Coal Mining Co.	Lignite
147	Edmonton	United Collieries	Lignite
148	Edmonton	Frank Coal Co.	Lignite
149	Tofield	P. F. Ingram	Lignite
150	Tofield	Tofield Coal Co., Ltd.	Lignite
151	Thigh Hill	S. J. Henry	Lignite
152	Grassy Lake	H. A. Driggs	Lignite*
153	Passburg	East Crow's Nest Coal Co.	Bituminous*
154	Grassy Lake	Grassy Lake Coal Co.	Lignite
155	Edmonton	Dawson Coal Co.	Lignite
156	Edmonton	Rupert's Land Coal Co.	Lignite
157	Taber	Bucknam & Henderson	Lignite
158	Taber	Marsh Bros.	Lignite
159	Taber	Imperial Coal Co.	Lignite
160	High River	Jno. Thorne	Lignite
161	Lethbridge	Jas. Perry	Lignite*
162	Magrath	Magrath Coal Co.	Lignite
163	Taber	Jas. E. Shirts	Lignite
165	Medicine Hat	Red Cliff Brick Co., Ltd.	Lignite
166	Alix	Simms & Gilmouth	Lignite
167	Content	R. W. K. Cousins	Lignite
168	Nevis	R. Jackson	Lignite
169	Mitford	Western Canada Cement & Coal Co., Ex- shaw	Lignite
170	Taber	Coal City Coal Co.	Lignite
171	Taber	Hannah & Moe	Lignite
172	Taber	H. I. Reynolds	Lignite
173	Taber	W. E. Duncan	Lignite
174	Lethbridge	Rogers Coal Co.	Lignite
175	Taber	Jno. Marsh	Lignite
176	Magrath	Ashworth Townsley	Lignite*
177	Strathecona	Twin City Coal Co.	Lignite
178	Namoo	Kelly & Curiven	Lignite
179	Coutts	Jos. Oborn	Lignite
180	Grassy Lake	J. J. Mills	Lignite
181	Taber	Monarch Collieries Ltd.	Lignite
182	Edmonton	Raymond Coal Co.	Lignite

NOTE: (*) indicates "No Coal Produced"

Mines Abandoned During 1908.

Mine No. 99. Operated by Frazer & Freeman, Strathcona
 Mine No 127. Operated by Larry Garneau, Jr, Strathcona.
 Mine No. 140. Operated by Jno. Marsh, Taber. (Prospect shaft.)
 Mine No. 147. Operated by United Collieries, Ltd, Edmonton
 Mine No. 182. Operated by Raymond Coal Co., Edmonton.

Mines Reopened During 1908.

Mine No. 99 Formerly operated by Frazer & Freeman, Strathcona. Reopened
 by Milner & Manders, Edmonton.
 Mine No 147 Formerly operated by United Collieries, Ltd., Edmonton Re-
 opened by Ritchie Coal Co., Edmonton.

List of Candidates Who Successfully Passed the Examinations in 1908

Name.	Address	No. of Cert.	Class
J. Holden	Bankhead	14	Manager
A. N. Scott	Edmonton	19	"
F. Aspinall	Michel	22	"
W. Ellis	Longview	15	"
A. C. Dunn	Cranbrook	18	"
J. H. McMillan	Lethbridge	17	"
R. Horne	Coleman	12	"
J. Hart	Edmonton	"	"
J. S. Quigley	Exshaw	21	"
T. Keith	Taber	20	"
S. Harrison	Lethbridge	16	"
E. Sparrow	Lundbrek	13	"
J. A. McLenhan	Hillcrest	33	Pit Boss
H. S. Thain	Lethbridge	32	"
James Francis	Taber	29	"
Jno. Davis	Lethbridge	31	"
Elmer Clay	Oxville	28	"
Jno. Thomas	Diamond City	30	"
Jno Horswell	Strathcona	34	"
Jas. Nicol	Frank	36	"
Wm. Pickles	Strathcona	35	"
A. G. Watters	Bankhead	49	Fire Boss
Wm E. Boulton	Bankhead	48	"
Chas. W. Fowers	Canmore	50	"
J. A. McLenhan	Hillcrest	51	"
Ernest Lourme	Frank (deceased)	"	"
Albert Hallworth	Bellevue	52	"
Walter Rose	Lundbrek	54	"
A. C. Brovey	Edmonton	64	"
Jas. Clyne	Canmore	65	"
A. E. Powell	Clover Bar	71	"
Jno. Prentice	Lille	67	"
J. J. Cole	Bankhead	66	"
M. McGarry	Michel	59	"
D. Jones	Edmonton	69	"
A. Fox	Taber	55	"
J. J. Thomas	Frank	"	"
A. J. McKinnon	Canmore	62	"
T. E. Moore	Minott	56	"
R. Hayes	Lundbrek	60	"
W. Barclay	Bankhead	"	"
K. S. Campbell	Canmore	"	"
Jno. Harvie	Taber	68	"
W. D. McMillan	Taber	72	"
Thos. Weston	Strathcona	"	"
S. McLeary	Lethbridge	58	"
W. Henderson	Minott	61	"
Serafino Vola	Canmore	63	"
Thos. Young	Taber	57	"

Certificates Issued under Section 17, Coal Mines Act.

Name.	Address	No. of Cert.	Class
Jno Hadfield	Coleman	21	Fire Boss
Samuel H. Turner	Coleman	21	"
Thos Downs	Westville, Ill.	6	"

Certificates Issued under the Coal Mines Act previous to 1907.

Name.	Address	No of Cert.	Class
Geo. Laurie Fraser	Coleman	1	Manager
Cory Weatherby	Coleman	2	"
Geo Howe Dickson	Coleman	3	"
Robert Hamilton	Lundbrek	4	"
Robert Harvie	Lethbridge	1	Pit Boss
Jno. Anderson	Bellevue	2	"
Donald McKay	Bankhead	3	"
Jas Bowie	Frank	4	"
A. M. Hutchinson	Coleman	6	"
Edwin Sparrow	Frank	7	"
Jno. Morris	Lundbrek	8	"
Jas. Hannen	Canmore	1	Fire Boss
Chas. Catchpole	Canmore	2	"
Ralph Smith	Canmore	3	"
Jos Cook	Bankhead	4	"
Thos Tonge	Lundbrek	5	"
Jos Barber	Frank	7	"
Jas. Fraser	Coleman	8	"
Wm Welsh	Lundbrek	9	"
Horatio Nelson	Lundbrek	11	"
Jno S Wright	Canmore	12	"
Jas Holden	Bankhead	13	"
Rufus Bansemer	Bankhead	14	"
Thos. H. Nanson	Canmore	15	"
Thos. Thompson	Lundbrek	16	"
Robert D Alderson	Coleman	17	"
Stephen Dixon	Lille	18	"
Herman Teppo	Bellevue	19	"
Wm. Eccleston	Lundbrek	20	"
Jno. C Clark	Bellevue	33	"

Certificates Granted in the Province of Alberta previous to the Passing of The Coal Mines Act.

Name.	Address	No of Cert.	Class
Alexander McGregor	Frank	1	Pit Boss
Awrey Rice	Frank	2	"
Wm. Geo. Wilson	Coleman	3	"
Thos. Samuel Rawson	Frank	1	Fire Boss
Edwin Sparrow	Frank	2	"
Wm. Geo. Wilson	Frank	3	"
C. J. Ferguson	Canmore	4	"
Jno Watters	Bankhead	5	"
James M Salmond	Bankhead	6	"
Norman Fraser	Roche Percee	1	Mine Manager
John Robertson	Frank	2	"
E. S. F. Huntrods	Frank	3	"
Wm. Francis Little	Canmore	4	"
Thomas Reid	Northfield	5	"
Jno Marsh	Taber	6	"
Chas Graham	Nanaimo, B C	7	"
Robt. W. Coulthard	Fernie, B.C.	8	"

Certificates Granted under the Coal Mines Regulations Ordinance
of The North-West Territories.

Name.	Address	No of Cert.	Class
Dan Evans	Michel, B.C.	1 & 14	Manager
W D L Hardie	Lethbridge	2	"
Jas J Morris	Canmore	3	"
Wm Hamilton	Taber	4	"
Jno Little	Coalfields	5	"
O E S. Whiteside	Blairmore	6	"
Frank B. Smith	Edmonton	7	"
Edwin P. White	Crow's Nest Pass	8	"
James Hargreaves	Fernie, B.C.	9 & 48	"
Thos. R. Stockett, Jr.	Nanaimo, B.C.	10	"
Robinson Pearson	Fernie, B.C.	11	"
Cyrus Morris	Frank	12	"
John Brown Wyllie	(Deceased)	13	"
Archibald Waite	Taber	15	"
Robert Livingstone	Lethbridge	16	"
James McEvoy	Fernie, B.C.	17	"
Jno Brown	Banff	18	"
William Addie	Lundbrek	19	"
Daniel Elliott	Blairmore	20	"
Chas Simister	Morrissey, B.C.	21	"
David Wilson	Bankhead	22	"
Elijah Heathcote	Morrissey, B.C.	23	"
W F. Collins	Blairmore	24	"
Jno Leith Parker	Alaska	25	"
Chas M. Henretta	Byseville, Ohio	26	"
Alexander Kerr	Tonkin, B.C.	27	"
Arthur Rupert Wilson	Michel, B.C.	28	"
Robt Geo Drinnan	Fernie, B.C.	29	"
Jas Finlayson	Fernie, B.C.	30	"
Robert Strachan	Fernie, B.C.	31	"
Wm Henry Wall	Nanaimo	32	"
Edward E Reynolds	Coleman	33	"
Francis Henry Shepherd	Nanaimo, B.C.	34	"
William P. Williams	Blairmore	36	"
Caleb Cox Symes	Coalfields	37	"
Richard Nash Pearson	Frank	38	"
Jas A. Richards	Nanaimo, B.C.	39	"
Herbert B Wright	Fernie, B.C.	40	"
Henry Lewis Manley	Fernie, B.C.	41	"
David R. Lewellyn	Michel, B.C.	42	"
John Bastian	Banff	43	"
John John	Fernie, B.C.	44	"
Thos Russell	Victoria	45	"
Geo Herbert Broome	New Zealand	46	"
Luke Raisbeck	Taber	47	"
Chas Emmerson	Frank	49	"
Jos Emmerson	Canmore	50	"
Lewis Stockett	Bankhead	51	"
Andrew Colville	Fernie, B.C.	52	"
Alexander Sharpe	Rossland, B.C.	53	"
Geo. Wilkinson	Nanaimo, B.C.	54	"
Wm. Geo. Flint	Canmore	56	"
Samuel A. Jones	Frank	57	"
Raoul Green	Frank	58	"
Samuel McVicar	Frank	59	"
Jno W. Powell	Coleman	60	"
Geo. B. Bradshaw	Nanaimo, B.C.	61	"
Donald McLean	Ladysmith, B.C.	62	"
Timothy Royer Morton	Michel, B.C.	63	"
Gus Ostheidt	Bankhead	1	Pit Boss
John Musgrove	Carstairs	2	"
Chas Emmerson	Frank	3	"
Alfred Davis	Lethbridge	4	"

Certificates Granted under the Coal Mines Regulations Ordinance
of The North-West Territories—Continued.

Name	Address	No. of Cert.	Class
Jno. Calderhead Livingstone . . .	Swinstone, Ohio . .	5	Pit Boss .
Robert Livingstone	Lethbridge	6	"
Hugh Scott	Lethbridge	7	"
Thos Henry Williams	Canmore	8	"
Archibald Waite	Taber	10	"
Thos Steele	Coleman	12	"
Thos Corkill	Michel, B.C.	13	"
Hugh R Giffen	Coalfields	14	"
W. G Pearson	Frank	15	"
W. G. Flint	Canmore	16	"
Raoul Green	Frank	17	"
Samuel A. Jones	Frank	18	"
Robert Geo Duggan	Frank	19	"
Chas Phillips	Frank	20	"
Jno. Bastain	Bankhead	21	"
Jos A. Sequin	Estevan	22	"
Samuel McVicar	Frank	23	"
Jno Wm. McKean	Lethbridge	24	"
Geo. L Fraser	Coleman	25	"
Oliver Hall	Bellevue	26	"
Thos W Bastian	Bankhead	27	"
David Thomas	(Deceased)	28	"
Jno K. Miller	Michel, B.C.	29	"
David Davies	Coleman	31	"
Jno. Kerr	Taber	33	"
Ralph Lowrie	Frank	34	"
W E. Watkins	Canmore	1	Fire Boss
Jno Wilson	Canmore	2	"
Jno W. Watkins	Canmore	3	"
William Cowan	Bankhead	4	"
Jno. Jas McKay	Lethbridge	5	"
Robert Scott	Lethbridge	6	"
Robert Livingstone	Lethbridge	7	"
Hugh Scott	Lethbridge	8	"
Wm. Musgrove	Lethbridge	9	"
Wm Tavor	Lethbridge	10	"
Archibald Waite	Taber	11	"
Evan Jones	Coalfields	12	"
Jno. Anderson	Frank	13	"
Chas. Phillips	Frank	14	"
Geo E Holmes	Fernie, B C	15	"
Wm. Jno Davies	(Deceased)	16	"
Samuel A Jones	Frank	17	"
Jas C Livingstone	Lethbridge	18	"
Hugh R Giffen	Coalfields	19	"
Andrew Hood	Frank	20	"
Samuel H. Turner	Frank	21	"
Jos Sedlock	Canmore	22	"
Jno Hadfield	Canmore	23	"
Thos Downs	Canmore	24	"
Jos James	Frank	25	"
Harry Gates	Coleman	26	"
Robert George Duggan	Frank	27	"
Chas. Chestnut	Frank	28	"
Thos Harrison	Bankhead	29	"
Thos Wm Bastian	Bankhead	30	"
David Thomas	(Deceased)	31	"
Robert Smith	Canmore	32	"
Evan Henry Griffiths	Canmore	33	"
Matt Mattson	Frank	34	"
Hugh Smith	Canmore	35	"
Hugh G McKinnon	Canmore	36	"

Certificates Granted under the Coal Mines Regulations Ordinance
of The North-West Territories—Continued.

Name.	Address	No of Cert	Class
Thos. Haines	Coleman	37	Fire Boss
Jno. Stott	Lethbridge	38	"
Henry Fairhurst	Lethbridge	39	"
Robert Harvie	Lethbridge	40	"
Alexander McGregor	Frank	41	"
Jas F. Webb	Canmore	42	"
Alexander McCulloch	Frank	43	"
Jno Angus McDonald	Frank	44	"
James Churchill	Frank	45	"
Leonard Cawthorne	Frank	46	"
Erskine Jones	Frank	47	"
Awrey Rice	Frank	48	"
Thos. Davies	Frank	49	"

Edmonton, Jan. 15th, 1909.

JOHN STOCKS, ESQ.,
Deputy Minister of Public Works,
Edmonton, Alta.

Sir,

I have the honor herewith, as provincial inspector of mines, to submit my annual report for the year ending December 31st, 1908.

Summary of Statistics.

Number of mines at present in operation	112
Number of new mines opened in 1908	19
Number of old mines reopened in 1908	2
Number of mines abandoned in 1908	6
Number of tons of coal mined	1,845,000
Number of tons of coke produced	75,657
Number of tons of briquettes produced	36,261
Average number of persons employed inside the mines	2,681
Average number of persons employed outside the mines	1,099
Number of fatal accidents inside the mines	11
Number of fatal accidents outside the mines	Nil
Number of non-fatal accidents inside the mines	43
Number of non-fatal accidents outside the mines	8
Number of mine managers' certificates issued	5
Number of pit boss' certificates issued	14
Number of fire boss' certificates issued	19

Coal is being mined in the south practically from the eastern boundary of the Province to its western boundary. In the west we have extensive mines producing bituminous coal of both coking and steam varieties, while as we leave the mountains and come on the prairie, towards the east, we find high grade lignite coals. On the main line of the C. P. R. west of Calgary we have the Canmore mines, producing a very high grade of steam coal, and the Bankhead mines, producing a good grade of anthracite coal. In the Edmonton district there are numerous mines, which supply the local demand and also ship a considerable amount of coal to the towns along the C. N. R. and C. P. R.

Following you will find a summary of the development work in the various districts during the past year.



Surface Plant of Bankhead Mines, Ltd., Bankhead, Alta.

International Coal & Coke Co., Ltd., Coleman.

Authorized Capital—\$3,000,000 00.
 President—A. C. Flumerfelt, Victoria, B C
 Directors—H. N. Galer, Vice President, Spokane, Wash., U. S. A.;
 D. M. Rogers, Second Vice President, Victoria, B C, C. S. Houghton, Boston,
 Mass., U. S. A., D. Shults, Spokane, Wash., U. S. A., W. G. Graves, Spok-
 kane, Wash., U. S. A.
 Secretary—W. G. Graves, Spokane, Wash., U. S. A.
 Head Office—Coleman, Alta.
 Mine Office—Coleman, Alta.
 General Manager—O. E. S. Whiteside, Coleman, Alta.
 Mine Manager—J. W. Powell, Coleman, Alta.
 Mining Engineer—W. A. Davidson, Coleman, Alta.
 Master Mechanic—D. G. Stafford, Coleman, Alta.
 Pit Bosses—W. G. Wilson, Coleman, Alta., D. E. Roberts, Coleman,
 Alta.; D. Davies, Coleman, Alta.
 Fire Bosses—James Hilling, Coleman, Alta., Thomas Horne, Coleman,
 Alta., William Watson, Coleman, Alta., Samuel Shone, Coleman, Alta.

Additions have been made to the screening plant by the intro-
 duction of new picking tables, conveyors and screens. One High
 Pressure Canadian Rand Air Compressor was installed also two
 compressed air locomotives. A large addition was made to the
 coke oven plant, 40 bee-hive ovens being added. Some rock tun-
 nelling was also done to open up new seams.

Bankhead Mines, Ltd., Bankhead, Alta.

Authorized Capital—\$1,000,000 00
 President—R. B. Angus.
 Directors—R. B. Angus, E. B. Osler, W. D. Mathews, C. R. Hosmer,
 W. H. Aldridge.
 Secretary—A. R. G. Heward.
 Head Office—Montreal, Que.
 Mine Office—Bankhead, Alta.
 General Manager—Lewis Stockett
 Mine Manager—D. G. Wilson
 Mining Engineer—C. C. Richards
 Master Mechanic—W. D. Watson.
 Pit Boss—D. McKay.
 Fire Bosses—W. Cowen, T. Bastian, A. Higgins, J. Holden

One 150 H. P. Robb boiler has been added to the already
 extensive boiler plant. A new unit of briquetting plant with a
 capacity of 300 tons of briquettes in 24 hours has also been installed.
 A considerable amount of underground development work has been
 done by driving rock tunnels to tap the various seams at higher
 and lower levels.

Hillcrest Coal & Coke Co., Ltd., Hillcrest.

Authorized Capital—\$500,000 00.
 President—M. P. Davis
 Directors—M. P. Davis, W. P. Davis, C. P. Hill, George Taylor, Gerald
 V. White, George W. Fowler, A. Lafurgey.
 Secretary—W. P. Davis
 Head Office—Ottawa, Ont.
 Mine Office—Hillcrest Mines, Alta.
 General Manager—C. P. Hill.
 Mine Manager—Cory Weatherby
 Mining Engineer—C. P. Hill.
 Master Mechanic—S. P. Fraser
 Fire Bosses—Thos Taylor, Jno Morris, Walter Rose.

A new boiler and power house has been erected at the foot
 of the tippie. This Company has added greatly to the safety of

their mines by the installation of safety lamps and electric lights, thereby doing away with the use of open lights. They are also preparing to drive a rock tunnel, which will facilitate the transportation of their output and place them in a position to greatly increase their tonnage.

H. W. McNeill Co., Ltd., Canmore.

Authorized Capital—\$50,000 00
 President—W. A. McNeill, Oskaloosa, Iowa
 Directors—W. A. McNeill, W. F. McNeill, W. F. Little
 Secretary—W. F. McNeill, Canmore, Alta.
 Head Office—Canmore, Alta.
 Mine Office—Canmore, Alta.
 General Manager—W. F. McNeill, Canmore, Alta.
 Mine Manager—James J. Morris, Canmore, Alta.
 Mining Engineer—W. G. Flint, Canmore, Alta.
 Master Mechanic—H. W. Evans, Canmore, Alta.
 Pit Bosses—Wm. Musgrove, No. 1 Mine, Wm. Shaw, No. 2 Mine
 Fire Bosses—Chas. Fowers, Jas. McDonald, Jas. Clyne, J. S. Wright,
 Geo. Devonshire, Hugh Smith, A. J. McKinnon, Jos. Sedlock, S. Vola.

A complete high pressure compressed air plant, together with compressed air locomotives have been installed, giving good satisfaction and doing away with a considerable number of horses underground.

Canadian American Coal & Coke Co., Ltd., Frank.

Authorized Capital—\$2,500,000 00
 President—O. L. Liegeart.
 Directors—A. Boland, C. Colower, G. Cahen, F. Lecoute, S. W. Gebro,
 G. Berthier.
 Secretary—G. C. Rockfort
 Head Office—Frank, Alta.
 Mine Office—Frank, Alta.
 General Manager—A. Muller
 Mine Manager—J. A. H. Church
 Master Mechanic—E. Bion
 Pit Boss—C. Chestnut
 Fire Bosses—J. Emmerson, T. Rawson

New screens and a new electric light plant have been installed at this mine. Work has been commenced on the reopening of the old shaft to the west of the town of Frank and it is expected that a considerable output will be got from this shaft in the near future.

The Leitch Collieries, Ltd., Passburg.

Authorized Capital—\$1,000,000 00.
 President—Malcolm Leitch
 Directors—A. Leitch, J. C. Drewry, G. O. Aulsebrook, H. McBride,
 A. Baker, A. W. Fraser, D. H. McMahon.
 Secretary—E. A. Holroyde.
 Head Office—Northern Bank Building, Winnipeg, Man.
 Mine Office—Passburg, Alta.
 General Manager—W. L. Hamilton.
 Pit Boss—John Kerr.
 Fire Boss—Robert Kerr.

A new fan has been erected at this mine, making a great improvement in the ventilation of the mine.



Breckenridge & Lund Coal Co.'s plant at Lundbreck, Alta.

Galbraith Coal Co., Ltd., Lundbrek.

Authorized Capital—\$250,000.00.
 President—Andrew Laidlaw, Spokane, Wash., U.S.A.
 Directors—Andrew Laidlaw, Dr. J. H. C. Willoughby, Wm. Richardson, J. G. Short.
 Secretary—J. G. Short.
 Head Office—Spokane, Wash., U.S.A.
 Mine Office—Lundbrek, Alta.
 General Manager—Andrew Laidlaw.
 Mine Manager—Edwin Sparrow.
 Mining Engineer—F. B. Smith.
 Master Mechanic—Samuel McDonald
 Fire Boss—P. Blake.

Wolf safety lamps have been installed in this mine and Monobel Powder has been introduced, which adds to the safety of the mine and those employed therein.

Maple Leaf Coal Co., Ltd., Bellevue.

Authorized Capital—\$500,000.00.
 President—D. M. Drumheller.
 Directors—Alfred Corbridge, D. M. Drumheller, Aaron Kuhn, Chas. P. Lund, E. Dempsie.
 Secretary—Chas. P. Lund.
 Head Office—Spokane, Wash., U.S.A.
 Mine Office—Bellevue, Alta.
 General Manager—E. Dempsie.
 Mine Manager—A. R. Wilson.

This company is operating one seam of coal seven feet in thickness, which has proven to be of good quality. A new rock tunnel is being driven to prospect the various seams of coal that are known to exist on this property.

West Canadian Collieries, Ltd., Blairmore.

Authorized Capital—\$720,000.00.
 President—Alphonse Wicart.
 Directors—F. Lefebvre, E. Ory, E. Decoster, Baron Rene de la Grange O'Tard, E. Carlier-Kolb, J. Cavois, Comte H. de Castellane, L. J. Forget, J. J. Fleutot.
 Secretary—A. Chesquier.
 Head Office—Lille, France.
 Mine Office—Blairmore, Alberta, Canada.
 Collieries—Bellevue, Alta.; Lille, Alta.
 Mining Engineer—R. Green, Blairmore; L. P. Robert, assistant.
 General Manager—C. L. Rameau.
 Mine Manager—Bellevue Colliery, Chas. Emmerson; Lille Colliery, W. P. Williams.
 Master Mechanic—R. Shearer, Lille.
 Pit Bosses—Bellevue Colliery, J. Anderson; Lille Colliery, W. A. Watkins.
 Fire Bosses—Jos. Oliphant, H. Teppo, B. Sihoon, Mat Mattson, Albert Hallworth, A. Prentice, Stephen Dixon.

At the Bellevue Mine a new tipple has been erected, equipped with cross-over dump and picking tables, capable of handling one thousand tons per day. An electric light plant for lighting tipple, mine buildings and main gangway of mine has been installed. Wolf safety lamps have been introduced, which add greatly to the safety of these mines, and all blasting is done by qualified shotlighters.

Alberta Railway & Irrigation Co., Lethbridge.

President—E. T. Galt.

Vice President—Col. K. B. B. Wodehouse.

Secretary—David Amey.

Managing Director—A. M. Nanton.

Directors—Sir Edward Clouston, Bart.; A. M. Nanton, W. Burdett-Coutts, M.P.; J. H. Dodgson, Jno. Galt, W. M. Ramsay, Edwin Waterhouse.

Comptroller—E. H. Wilson.

General Manager—P. L. Naismith.

Colliery Superintendent—W. D. L. Hardie.

Pit Boss—Jno. C. Livingstone.

Fire Bosses—Henry Firhurst, Jno. Davies, Robert Scott.

Surface Foreman—Jno. Duthie.

Mechanical Foreman—Jno. Scott.

This company has added to their No. 3 plant one 125-H. P. and one 175-H. P. Robb Mumphord Steam Boilers, and one Duplex Feed water pump. At a distance of two and a half miles north of their No. 3 mine, two new shafts have been put down to open up the new coal area, and the plant and construction work at this mine is as follows: Winding shaft, 20 feet 2 inches by 21 feet 2½ inches, timbered with 10 x 10 inch square sets, 2½-foot centres, backed with 3-inch plank, depth 300 feet; air shaft 20 feet 8 inches by 10 feet in the clear, timbered with 10 x 10 inch square sets, backed with 3-inch plank; two and a half miles of railway to the new mine; three and a half miles of electric power transmission line; new pumping station at river, equipped with turbine pump, with a capacity of two hundred and seventy-five gallons with a head of 300 feet, checked belt driven with a 50-H. P. induction motor, which has a terminal voltage of 2200; a 6-inch water main 6,000 feet in length; water tower at mine with a capacity of six thousand gallons; two batteries of Babcock & Wilcox water tube boilers of 500 H. P. each, equipped with Babcock & Wilson chain-grate stokers, at present on order; and a new steel tippie with cross-over dumps picking tables, etc., with a capacity of 1800 tons per day, is being erected.

This development at the Alberta Railway & Irrigation Company's Mine marks a new era in the operation of one of the oldest and foremost mining companies in the Province.

Diamond Coal Co., Ltd., Diamond City.

Authorized Capital—\$1,500,000.00.

President—Hon. G. H. V. Bulyea, Lieut. Gov. of Alberta.

Vice President—Dr. C. W. Clarke, Winnipeg.

Directors—G. F. Stephens, Winnipeg; Dr. L. N. McKechnie, Vancouver; J. M. Johnson, Barrister, Lethbridge; H. D. Graves, Calgary; Thomas Underwood, Calgary.

Managing Director—Thomas Underwood, Calgary.

Pit Boss—Jno. Bamling, Diamond City.

This company has installed the following machinery: One 275-H. P. haulage engine; three 150-H. P. Robb Mumphord steam boilers; one feed water heater and purifier; pumping station at river equipped with steam pumping plant; electric power plant consisting of one A. C. generator, 105 K.W., 2200 volts, 275 amperes, three phase, 60 cycles, 240 R.P.M., connected direct with Robb steam engine 15 inches by 16 inches, together with exciter, switchboard and necessary fittings; one Morgan-Gardner electric coal cutter and one Jeffrey electric coal cutter. A machine shop has been erected, fitted with all necessary machinery and tools for doing all classes of machine work about the mine. The tippie is equipped with screens, picking tables, etc., for handling an output of 1,000 tons per

day. All buildings, consisting of boiler house, power house, engine room, machine shop, warehouse and offices, are built of brick.

Canada West Coal Co., Ltd., Taber.

Authorized Capital—\$2,000,000.00.

President—O. A. Robertson.

Vice President—E. C. Warner.

Chairman, Treasurer and Assistant Secretary—F. E. Kenaston.

Directors—F. B. Lynch, J. S. Hough.

General Manager, Secretary and Assistant Treasurer—V. S. Kidd.

Manager—James Hargreaves.

Fire Bosses—Jno. Harvey, Thomas Young, David Jones.

This Company has greatly increased their output during the last year, and are now producing about 700 tons per day. One five-ton and one two and a half-ton electric motor have been added to the haulage plant. The electric coal cutters have been discarded and replaced by compressed air punching machines. All main haulage roads and air courses have been enlarged.

Royal Collieries, Ltd., Lethbridge.

Authorized Capital—\$3,000,000.00.

Directors—H. N. Galer, Spokane, Wash.; Andrew Laidlaw, Spokane, Wash.; O. E. S. Whiteside, Coleman; Geo. L. Fraser, Lethbridge.

President—H. N. Galer, Coleman.

Vice President—Andrew Laidlaw, Spokane, Wash.

Secretary-Treasurer—J. B. Wilkie, Lethbridge.

Superintendent—Geo. L. Fraser, Lethbridge.

Mine Manager—James A. Richards, Lethbridge.

This Company have built a branch railway from Lethbridge six miles north to their mine. A new slope has been sunk and a tippie erected, equipped with screens, etc., capable of dealing with an output of 400 tons per day. The following plant has been installed: Two Leonard boilers of 85 H. P. each; one hoisting engine; one straight line Rand Drill Air Compressor, class 3, for driving ten compressed air coal punchers; one pumping station at river equipped with steam pumping plant which delivers water into a 50 000 gallon water tower located at the mine; one electric plant consisting of one D. C. generator, 75 K.W. driven by a ninety horse power automatic engine and one Champion ventilating fan driven by an electric motor. A number of houses for the accommodation of the workmen have also been erected.

Pincher Creek District.

The mines operating in this district are at present small owing to lack of transportation facilities, but judging from the amount of coal which has been discovered this district will be a large producer when the contemplated railway lines are built.

High River District.

A few small mines are operating in the vicinity of High River, the output being limited to the needs of the settlers in the surrounding neighborhood.

Bowville District.

In the Bowville District, which is 45 miles north of Lethbridge, a few mines are in operation, supplying the wants of the settlers in the immediate neighborhood.

Woodpecker District.

A considerable number of small mines have been operating in the Woodpecker District. None of these mines have railway communication and all coal is hauled by teams from the mines, the bulk of it going to supply the farmers and other residents in the neighborhood.

Medicine Hat District.

In the Medicine Hat District a considerable quantity of coal has been mined during the past year. A certain amount is used for local industries, such as brick-making, etc., and a small quantity is shipped to points along the C. P. R. Owing to the large available quantity of natural gas, very little coal is used for domestic and steam-raising purposes.

Three Hills and Knee Hill Districts.

The mines in this district are still in their initial stage and the amount of coal produced is regulated by the demand of local consumers to a great extent. As this coal is of a fairly high grade, with the coming of the proposed railways it ought to find a ready market in Calgary and other large centres of population.

Edmonton District.

A considerable amount of coal is produced in the Edmonton District and is used locally for domestic and manufacturing purposes, as well as supplying most of the towns along the Canadian Northern Railway east as far as Saskatoon. The Grand Trunk Pacific Railway, which it is expected will be running into Edmonton in the course of a few months, cuts through one of the best coal producing parts of this district, so that in a short time a number of the smaller mines will be able to enlarge their plants and produce on a much larger scale than at present.

The mines at Morinville, twenty-three miles north of Edmonton, have produced a considerable quantity of coal during the past year.

The following are the particulars relating to some of the larger mines in the District:

Alberta Coal Mining Co., Ltd.

Authorized Capital—\$250,000 00.

Directors—James L. Bell, W. L. Carter, Geo. S. Montgomery.

Secretary-Treasurer—Geo. S. Montgomery.

Head Office—Edmonton.

Mine Office—Cardiff.

Mine Manager—F. B. Smith.

Thickness of seam—Six to fifteen feet.

Boilers used—200 horse power.

Pumps—One large Cameron.

Electric plant—100 K.W., 250 volts. At present used to run two electric coal cutters and to light the mine.

A Flory steam hoist is installed at the mine, having double drum, one drum being used for car puller. A first class screening plant is being installed. This mine is still in the development stage and the output is now about 100 tons per day. It is the intention of the company to continue the development work until the output



Underground Workings of the Alberta Coal Mining Co.'s Mine, Cardiff, Alta.

reaches from 300 to 500 tons per day. The mine is well equipped with Whitney cars and the buildings include machine shops, offices and powder magazine.

Cardiff Coal Company, Ltd.

Authorized Capital—\$500,000 00
 Chairman and President—J. H. Picard.
 Managing Director—J. H. Morris.
 Directors—S. Larue, Oscar Tessier, Chas. Carey, P. E. Lessard, George Roy.
 Secretary—B. F. Morris.
 Mine Manager and Consulting Engineer—F. B. Smith.
 Pit Boss—Robert Black

This mine is one of the largest producers in the Edmonton district, and is operating in a seam about fifteen feet in thickness, lying at a varying depth of from eighteen to forty feet from the surface.

Twin City Coal Co., Limited.

Authorized Capital—\$600,000 00.
 President and Managing Director—A. Alfred Laurie, Toronto.
 Vice President—William Dineen, Toronto.
 Directors—Oliver Baird, Parkhill; James M. Sinclair, Toronto.
 Secretary and Treasurer—D. W. Colvin, Toronto.
 Superintendent—John A. McLennan, Strathcona

This is one of the best equipped mines in the Edmonton District, being fitted in an up-to-date manner, and equipped with complete compressed air plant and coal cutting machines.

The plant at this mine is as follows. One 10 x 12 B. 2 Rand Drill Air Compressor, one 85 H. P. Water tube boiler, one 35 H. P. hoisting engine, one set of pit-head scales one set of track scales, one set of wagon scales. Shaking screens have also been erected.

Clover Bar Coal Co., Limited.

Directors—H. E. R. Rogers (president), A. W. Denman (vice president), H. H. Robertson.
 General Manager—J. J. Denman.
 Superintendent—J. Reynolds.
 Mine Manager—A. C. Dunn.
 Area of property—815 acres.

It is proposed in the near future to open up this mine on a large scale. The G. T. P. has now built its line right through this company's property, so that excellent shipping facilities can be obtained.

WORK OF INSPECTION.

On the appointment of the third inspector in the Province, a redistribution of districts was made. Mr. Heathcote, whose headquarters were at one time Lethbridge, was transferred to Calgary and the bituminous mines in the Crow's Nest Pass. Mr. Livingstone, the new inspector, was given charge of all the lignite mines in the Lethbridge district and west as far as Lundbrek, while I have superintended all the mines in the northern part of the Province.

The policy adopted by the Department requiring the use of locked safety lamps in mines where there is any danger of explosion from gas or dust has been enforced throughout the Province and the inspectors are finding less and less opposition to the introduction of safety lamps, as the operators in most cases are not slow to realize that the use of safety lamps tends to lessen the danger from explosions. Some of the operators have objected to the use of safety lamps on the ground that the illumination given by the safety lamp

is inferior to that given by the open light, thus causing miners to be more liable to accident, as with the inferior light they could not make such a thorough examination of their working places. This statement may hold true with regard to the earlier forms of safety lamps but it is generally conceded that with the improved lamps at present on the market a sufficiently good illumination is obtained to enable the miner to make a thorough examination of his working place.

Owing to the introduction of safety lamps the number of small burning accidents has been greatly reduced within the past two years and in no case have we any record of there being an explosion caused by a safety lamp igniting gas in a mine. The district inspectors and I have made a continuous round of inspection to all the mines during the past year and all fatal and non-fatal accidents have been investigated. The inspectors find a great improvement especially at the small mines, with regard to compliance with the mining regulations of the Province. At one time it was very difficult to obtain satisfactory reports from the small mines which work intermittently, but now very little difficulty is met with in this respect.

Accidents.

The past year shows a considerable decrease in the number of accidents. One serious accident occurred in the No. 1 Mine of the H. W. McNeill Co., Ltd., whereby three men lost their lives. This accident was due to an explosion of gas in the Carey Seam. On the morning of the accident I was on my way into the mine to make an inspection, so that I was able to make a thorough investigation of the circumstances attending the explosion a few minutes after it occurred. There is no doubt that this accident was due to the utter disregard of orders on the part of the certificated shotlighters, who fired a shot charged with dynamite when he had instructions to see that only Negro Powder was used for blasting coal. There was evidently some lack of discipline shown in connection with this case, as, although it was clearly proved, that the fire boss had made an inspection of the place of accident before the men went to work, his report was not recorded as required by the Act. This case shows the necessity for the manager of a mine to see that his instructions to his under officials are carried out after they are given.

Tabulated List of Accidents Above and Below Ground.

Cause	Fatal		Serious		Slight		Total
	Above	Below	Above	Below	Above	Below	
Fall of roof and sides . . .		4		12		4	20
Gas Explosion . . .		5		6		1	12
Mine Cars		1		10		2	13
Explosives			1	1			2
Falling down chutes . . .				1			1
Cages and Shafts . . .						1	1
Miscellaneous . . .		1	5	2	2	3	13
		11	6	32	2	11	62

A list of the accidents as reported is appended.



Surface Plant in course of erection. Alberta Coal Mining Co., Cardiff, Alta.



Belgian Coke Ovens at Lille Mines, Alta., showing car of coke just out of ovens,

DATE	MINE	NAME	AGE	OCCUPATION	REMARKS
Jan. 4	International Coal and Coke Co., Coleman	Hiram Gillett	28	Chute	Bruises caused by bursting of air pipe.
Jan. 7	Parkdale Coal Co., Edmonton	Jas. P. Taylor	33	Repairer	Fatally injured by gas explosion.
Jan. 15	West Canadian Collieries, Bellevue	Dominico Serra	32	Miner	Dislocated ankle caused by fall of coal.
Jan. 15	Hillcrest Coal & Coke Co., Hillcrest	Wm. Hills	32	Tipple	Dislocated knee, broken fingers and bruises. Hills fell on driving belt.
Jan. 16	International Coal and Coke Co., Coleman	Frank Mauser	23	Engineer	Elbow bone broken by fall of rock.
Jan. 23	Bankhead Mines, Ltd., Bankhead	Peter Siemens	30	Miner	Arm broken by being caught in bridle.
Jan. 25	United Collieries, Edmonton	Thos. Somerset	29	Engineer	quitting machinery.
Jan. 25	International Coal & Coke Co., Coleman	Edward Ash	35	Engineer	Eyes and ears injured by explosion of dynamite which had been left to thaw.
Feb. 1	Alberta Railway and Irrigation Co., Lethbridge	Jno. C. Byrom	23	Miner	Leg fractured by fall of rock.
Feb. 10	H. W. McNeill Co., Ltd., Canmore	Jno. Rovira	30	Gripper	Foot injured by car running over it.
Feb. 10	Hillcrest Coal & Coke Co., Hillcrest	Wm. Foster	45	Miner	Two ribs broken and hips bruised by falling down chute.
Feb. 11	West Canadian Collieries, Lille	D. McNeill	28	Miner	Burned by explosion of gas.
Mar. 5	Hillcrest Coal & Coke Co., Hillcrest	D. J. Lapose	27	Bratticeman	Suffocated by fall of coal.
Mar. 11	H. W. McNeill Co., Ltd., Canmore	Steve Monish	25	Cager	Injured by fall of coal.
Mar. 14	Strathcona Coal Co., Strathcona	Geo. Smith	38	Timberman	Injured by fall of rock caused by run-away trip.
Mar. 21	International Coal & Coke Co., Coleman	Edward Larsen	28	Miner	Leg broken by fall of roof.
Mar. 23	International Coal & Coke Co., Coleman	Wm. Hamilton	24	Locomotive	Fatally injured by fall of cap rock.
Mar. 28	H. W. McNeill Co., Ltd., Canmore	Bavon Nieuinen	20	Engineer	Killed by falling under locomotive.
April 8	International Coal & Coke Co., Coleman	Jno. Snoztek	21	Miner's Helper	Knocked down by concussion from gas explosion and head injured. Died April 26th, 1908.
April 8	H. W. McNeill Co., Ltd., Canmore	Jno. Knodick	39	Chute Loader	Bruised about hips by derailing of empty car.
				Coupler	Dislocated knee and bone broken below knee caused by two runaway cars striking cars Knodick was handling.

DEPARTMENT OF PUBLIC WORKS

DATE	MINE	NAME	AGE	OCCUPATION	REMARKS.
April 15	Dawson Coal Co., Edmonton	Jos. Anderson	42	Miner	Both arms broken by explosion of gas,
April 15	H. W. McNeill Co., Ltd., Canmore	Gus Capelson	25	Bratticeman	Killed by explosion of gas ignited by shot.
April 15	H. W. McNeill Co., Ltd., Canmore	Matt Saari	27	Miner	Killed by explosion of gas ignited by shot.
April 15	H. W. McNeill Co., Ltd., Canmore	Wm. Wilmott	34	Fire Boss	Killed by explosion of gas ignited by shot.
April 15	H. W. McNeill Co., Ltd., Canmore	Zak. Rantanen	43	Helper	Slightly burned by explosion of gas.
May 8	Strathcona Coal Co., Strathcona	N. McCormick	21	Timberman	Arm caught in belt and wound around shaft. Torn off at shoulder.
May 16	Canadian American Coal & Coke Co., Frank	Ernest Lourme	36	Miner	Suffocated by fall of coal.
May 28	Parkdale Coal Co., Edmonton	Wm. Maxmuk	36	"	Crossed cage after cage had been signalled to surface. Cut on forehead and bruised on shoulder and knee.
June 4	H. W. McNeill Co., Ltd., Canmore	Edward Kuple	23	"	Scalp wounds caused by fall of coal.
June 13	H. W. McNeill Co., Ltd., Canmore	Geo. Presbitero	28	Laborer	Two pieces timber slid out back of car and came down slope, hitting Presbitero and breaking his leg.
July 3	International Coal & Coke Co., Coleman	Jno. Lubdek	20	Chute Loader	Run over by empty car. Collar bone and two ribs broken.
July 10	Parkdale Coal Co., Edmonton	J. Hobez	21	Loader	Small bone in foot fractured by fall of rock from roof.
July 10	Hillcrest Coal & Coke Co., Hillcrest	V. Marcoli	23	Miner	Ankle bruised and hand injured by fall of rock.
July 11	Hillcrest Coal & Coke Co., Hillcrest	John Battle	19	Dinkey Brakeman	Sitting on fence at top of slope. Horse got beyond control of driver and tore fence down. Battle received injury to hand and foot.
July 13	International Coal & Coke Co., Coleman	John Saline	21	Chute Loader	Bruised about hips by lump of coal falling down chute.
July 24	H. W. McNeill Co., Ltd., Canmore	A. Rusnak	41	Laborer	Four ribs broken and lung punctured, caused by fall of rock.

DATE	MINE	NAME	AGE	OCCUPATION	REMARKS.
Aug. 3	Canada West Coal Co., Taber	Jas Patterson	24	Timb'rman's Helper	Both legs broken by fall of rock.
Aug. 6	Maple Leaf Coal Co., Bellevue	F. Sharp	50	Mucker	Contusion of foot. Drill slipped from his hand and hit him on foot.
Aug. 11	West Canadian Collieries, Lille	Albert Quintillia	19	Bucker	Foot injured by being hit by rails which got away from men lowering them from breast.
Aug. 26	Canada West Coal Co., f'aber	R. Stratton	25	Driver	Leg broken above knee. Horse attached to car started suddenly. Struck another car which pinned Stratton against prop.
Sept. 1	International Coal & Coke Co., Coleman	F. Wallwork.	22	Brakeman	Left foot and ankle bruised. Foot caught between bumpers while riding on cars.
Sept. 12	West Canadian Collieries, Lille	G. Salvadore	26	Miner	Face, neck and arms burned by ignition of gas.
Sept. 24	Bankhead Mines Ltd, Bankhead	Bono Maschio	30	Timberman	Crushed by car jumping track. Two ribs broken, badly bruised.
Sept. 25	Bankhead Mines Ltd. Bankhead	L. Kizar	29	Timber Packer	Broken leg. Hit by car.
Sept. 28	Galbraith Coal Co., Lundbrek	Geo. Bluetie	44	Miner	Burned by explosion of gas.
Oct. 7	International Coal & Coke Co., Coleman	D. J. Lewis	36	Miner	Laceration and contusion of back and right hip caused by fall of cap rock.
Oct. 8	Bankhead Mines, Ltd., Bankhead	M. Nickey	29	Back Hand	Leg bruised by piece of coal which rolled from face of breast and hit him.
Oct. 16	Alberta Railway & Irrigation Co., Lethbridge	T. Handabura	27	Timb'rman's Helper	Face and hands burned by ignition of gas.
Oct. 19	International Coal & Coke Co., Coleman	Cyryl Ozust	21	Laborer	Piece of coal fell from chute above and hit him. He fell from trestle to track below (30 feet) and received serious internal and external injuries.

DATE	MINE	NAME	AGE	OCCUPATION	REMARKS.
Oct. 24	Western Canadian Collieries, Bellevue . .	Rocco Marrapodi	32	Miner	Leg and arm broken and skull fractured by fall of coal. Fatal.
Oct. 30	Royal Collieries, Lethbridge	J. Marlow	41	Miner	Head cut and shoulders bruised by fall at roof.
Nov. 1	International Coal & Coke Co., Coleman . .	D. Davis	32	Pit Boss	Foot crushed. Jumped off ahead of motor. Foot caught in frog and was jammed by bumper of motor.
Nov. 12	Alberta Railway & Irrigation Co., Lethbridge	F. Molnar	35	Coal Loader	Head caught between coal on car and roof. Slightly cut about head.
Nov. 19	West Canadian Collieries, Lille.	Jan. Kostinuk	25	Timber Packer	Squeezed between car and timbers. Chest bruised.
Nov. 26	Galbraith Coal Co., Lundbrek	John Smith	21	Timber Handler	Spark flew from auger being sharpened by blacksmith and hit him in eye. Eye slightly injured.
Nov. 28	Royal Collieries, Lethbridge	Billy Shastal	23	Laborer	Face burned and eyes injured by explosion of dynamite.
Nov. 30	International Coal & Coke Co., Coleman . .	Thos. Thompson	33	Miner	Cut on head by falling piece of coal
Dec. 2	Alberta Railway & Irrigation Co., Lethbridge	Geo. Paskel	24	Loader	Burned about hands and neck by ignition of gas.
Dec. 18	Cardiff Coal Co., Cardiff	F. S. White.	50	Skipman	Entered sump without signalling while men were engaged working at top of shaft. Piece of timber fell down shaft hitting him on head and killing him.
Dec. 21	International Coal & Coke Co., Coleman . .	D. J. Lewis	34	Driver Boss	Caught between two empty cars while uncoupling. Leg fractured.
Dec. 21	International Coal & Coke Co., Coleman . .	Tom Yagos	26	Slate Picker	Hand caught in cogwheels used for driving table conveying coal to crusher. Left thumb crushed, necessitating amputation, and palm of hand injured.
Dec. 22	H. W. McNeill Co, Ltd., Canmore	Jos. Valek	26	Driver	Hit by loaded car. Stomach bruised.

Prosecutions.

Only one prosecution was undertaken for breach of the Coal Mines Act. This action was taken against a pit boss for failing to fence the shaft at the mine where he was employed, in accordance with General Rule 14, Section 51 of the Coal Mines Act. A conviction was obtained and a fine imposed.

Legislation.

The measures passed at the session of the Legislature in March last have brought the mining regulations in this Province up to a high standard. The clauses dealing with the use of safety lamps and the controlling of shot firing in gaseous and dusty mines tend towards diminishing accidents to a great extent.

Examinations.

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Two examinations for fire bosses and one for mine managers and pit bosses have been held during the year. The number of candidates presenting themselves for examination is steadily increasing and judging from the number who present themselves before the Examining Board there ought soon to be no lack of qualified officials in the Province. In the past, mine operators have been handicapped through not being able to obtain the services of properly qualified and certificated men and a great many of the officials at the mines only held permits. The number of permits issued shows a decrease from year to year.

Heretofore it has been the custom of the Examining Board to hold their examinations on different days at the different centres. However, the last examination held in the Province was held on the same day at the different centres, thus precluding any chance of candidates from one centre making known to candidates at another centre the trend of the examination papers.

The following are the questions set at the examinations held at Edmonton, Banff and Frank on December 9th and 10th, 1908

COAL MINES ACT, PROVINCE OF ALBERTA.**Fire Boss Examination.****December 9th and 10th, 1908.****Paper No. 1.****Time Allowed, Two Hours.**

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass

Coal Mines Act.

- 1 State fully the various provisions of General Rule 8, relating to the use of explosives below ground. (25)
2. What are the regulations governing the employment of boys below ground? (15)
3. What are the requirements of the Act regarding the supply of timber to be kept at the mine? (15)
- 4 What are the requirements of the Act regarding signals and manholes on planes worked by machinery? (15)
- 5 What does the Act say regarding fences? (15)
- 6 State fully the provisions of the Act as to withdrawal of workmen in case of danger. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.**Fire Boss Examination.****December 9th and 10th, 1908.****Paper No. 2.****Time Allowed, Two Hours.**

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass.

Ventilation.

1. What gases are found in mines, and how would you tell one gas from another? Describe each gas carefully and fully. (20)
2. Describe and give the use of each of the following instruments in coal mining: Barometer, Anemometer, Thermometer and Hygrometer. (15)
3. What is meant by "Diffusion of Gases" and what effect has this on mine ventilation? (15)
4. Explain all the accidents or causes which may make a safety lamp dangerous in the mine. Who discovered the principle of the safety lamp and what did this discovery consist of. (15)
5. What are the different methods of producing ventilation in a mine? State the different ways of ventilating the face of development work which is in advance of the air current. (15)
6. Ventilate the given plan, showing direction of air currents and marking on all stoppings, doors, air crossings, etc. (20)

COAL MINES ACT, PROVINCE OF ALBERTA.**Fire Boss Examination.****December 9th and 10th, 1908.****Paper No. 3.****Time Allowed, Two Hours.**

The value attached to each question is given in brackets. Candidates must obtain 50 per cent of the allotted marks to pass

Practical Work.

1. Give a full account of all your experience in coal mining. (20)
2. Sketch and describe a mine or part of a mine with which you are acquainted. (20)
3. Describe with sketch how you would timber a main gangway in a 6-foot seam of coal, pitch of seam 35 degrees, gangway to be 9 feet wide and 6 feet in height from low side rail (20)
4. An incline with a 30 degree pitch runs at right angles to a main entry. Sketch and describe how you would lay steel track at bottom of incline to connect with main entry track. Double track on main entry up to foot of incline, single track beyond, with single track up incline except for short distance at foot of incline (20)
5. Describe in detail all the various methods of shot lighting as permitted in gaseous and non-gaseous mines. (20)

COAL MINES ACT, PROVINCE OF ALBERTA.**Fire Boss Examination.****December 9th and 10th, 1908.****Paper No. 4.****Time Allowed, One Hour.**

The value attached to each question is given in brackets. Candidates must obtain 50 per cent of the allotted marks to pass

Arithmetic.

1. Multiply four thousand nine hundred and eighty by thirty-four thousand seven hundred and eighty-two. (20)
2. Add the following numbers together: 642, 4812, 27, 34986, 347, 928, 63471, 62. (20)
3. Divide 68754 by 374 (20)
4. From 7896432 subtract 6797228. (20)
5. How many cubic feet of air would you require to produce in a mine where 200 men were employed, supposing each man required 200 cubic feet of air per minute and there was a leakage of 15,000 cubic feet between the intake and return airway before the air reached working faces? (20)

COAL MINES ACT, PROVINCE OF ALBERTA.

Pit Boss Examination. December 9th and 10th, 1908.
Paper No. 1. Time Allowed, One and One-Half Hours.

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass.

Coal Mines Act.

1. State fully the provisions of General Rule 8, relating to the use of explosives below ground. (25)
2. State fully the provisions of the Act regarding the use of safety lamps. (20)
3. What are the requirements of the Act regarding man-holes? (20)
4. What are the regulations governing the employment of boys about hoisting machinery? (15)
5. What does the Act say regarding the employment of females and boys in or about the workings of a mine? (20)

COAL MINES ACT, PROVINCE OF ALBERTA.

Pit Boss Examination. December 9th and 10th, 1908.
Paper No. 2. Time Allowed, Two and One-Half Hours.

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass.

Ventilation.

1. Name the various occluded gases. Give their specific gravity and describe their various properties (20)
2. Describe what you consider to be a good lamp for testing for gas. Why is it important that smaller quantities should be detected than can be found with an ordinary safety lamp? (15)
3. An anemometer gives a reading of 24,000 cubic feet per minute in an airway 10 feet wide and 6 feet high while the water gauge reads 16 inches. What is the useful horsepower in the air? (15)
4. What pressure and power are expended in passing 20,000 cubic feet of air through an airway 8 feet by 10 feet and 6,000 feet long? (15)
5. Sketch and describe the water gauge. It is said that 1 inch of water gauge shows a ventilating pressure of 5.2 lbs per square foot. How is this value determined? (15)
6. Ventilate the given plan, showing direction of air currents and marking on all stoppings, doors, air crossings, etc (20)

COAL MINES ACT, PROVINCE OF ALBERTA.

Pit Boss Examination.
Paper No. 3.

December 9th and 10th, 1908.
Time Allowed, Three Hours.

The value attached to each question is given in brackets. Candidates must obtain 50 per cent of the allotted marks to pass

Practical Work.

1. Sketch and describe the arrangements necessary at the top of a shaft to ensure safety while sinking. (15)
2. Sketch and describe how you would work a 7-foot seam of bituminous coal lying on a 28 degree pitch with a hard rock roof and floor. (20)
3. Sketch and describe how you would work a 7-foot seam of lignite coal, the seam lying flat and having a soft clay roof and floor. (20)
4. How do you draw timber in a mine and what appliances are necessary? (15)
5. State the conditions that would guide you in determining the size of pillars to be left in room and pillar working. (15)
6. What methods would you adopt for supplying timber to the working face when the rooms have been driven a considerable distance up from the levels, the pitch of the seam being 45 degrees. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Pit Boss Examination.
Paper No. 4.

December 9th and 10th, 1908.
Time Allowed, Three Hours.

The value attached to each question is given in brackets. Candidates must obtain 50 per cent of the allotted marks to pass.

Machinery.

1. What useful horsepower is expended in raising 10 tons to a height of 165 feet in half a minute? (15)
2. What is the horsepower of an engine with a 30-inch stroke, 15-inch cylinder and an average steam pressure of 60 lbs. per square inch, running at 40 revolutions per minute? (20)
3. What are the various appliances required by the Coal Mines Act in connection with the machinery and other plant at a mine? (20)
4. Calculate the size of steel rope required for a breaking strain of 100 tons. (15)
5. Give sketches showing various forms of rope capping. Say which form you prefer and why. (15)
6. Sketch and describe a good form of brake for a haulage engine. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Pit Boss Examination.
Paper No. 5.

December 9th and 10th, 1908.
Time Allowed, Three Hours.

The value attached to each question is given in brackets. Candidates must obtain 50 per cent of the allotted marks to pass

Surveying.

1. What experience and what amount of study have you had in connection with mine surveying? (15)
2. Describe briefly the instruments, etc., required for making a mine plan. (15)
3. How many tons of coal are there in 1 7-8 acres of a flat seam 6 feet in thickness? Take the specific gravity of the coal to be 1.30. (20)
4. Describe by what method you find the difference in level between the ends of a main gangway and also between the top and bottom of a steep slope or incline. (15)
5. Plot the following survey:

Bearing.	Distance in feet.
N. 47° E.	88
N. 3° W.	165
S. 41° W.	114
N. 89° W.	39

 (20)
6. Draw to scale a vertical 12-foot pulley wheel for 1½-inch rope suitable for a pit-head frame. Show the wheel in side and end elevation and also show a cross section of the wheel. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Mine Managers Examination. December 9th and 10th, 1908.
Paper No. 1. Time Allowed, One and One-Half Hour.

The value attached to each question is given in brackets. Candidates must obtain 70 per cent of the allotted marks to pass.

Coal Mines Act.

1. State fully the various provisions of General Rule 8 relating to the use of explosives below ground. (25)
2. State fully the provisions of the Act regarding the use of safety lamps. (20)
3. Summarize the chief provisions of the Act to amend the Coal Mines act for the purpose of limiting hours for work below ground, commonly called the "Eight Hours Law." When does this Act come into force? (20)
4. What are the requirements of the Act regarding machinery used in or about the mine? (10)
5. What returns and notices have to be sent to the Minister of Public Works and what returns and notices have to be sent to the Inspector of Mines under the Act? (25)

COAL MINES ACT, PROVINCE OF ALBERTA.

Mine Managers Examination. December 9th and 10th, 1908.
Paper No. 2. Time Allowed, Two and One-Half Hours.

The value attached to each question is given in brackets. Candidates must obtain 70 per cent of the allotted marks to pass.

Ventilation.

1. What is the weight of a cubic foot of air at a temperature of 30 degrees centigrade, when the barometer reads 29 inches? (15)
2. As a mine manager, taking in charge the direction of operations at a large gaseous mine, how would you examine it to satisfy

yourself that it was being worked safely and according to law? (15)

3. State your views as to causes of explosions in mines and what precautions you would adopt to prevent them. (15)

4. Show by calculations which of the following airways will pass the most air, power and length being the same in each case:

- | | | |
|---------------------|--------------------|------|
| 1—One airway | 10 feet by 10 feet | |
| 2—One airway | 5 feet by 20 feet | |
| 3—Two airways, each | 5 feet by 10 feet | (15) |

5. Explain with diagrams the difference in construction of a force fan and an exhaust fan. With reference to force and exhaust fans, what style of fan is best suited in Alberta, bearing in mind climatic conditions? (15)

6. What are the advantages of splitting the air current? What determines the limit at which splitting should stop? (10)

7. Ventilate the given plan, showing direction of air currents and marking on all stoppings, doors, air crossings, etc. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Mine Managers Examination. December 9th and 10th, 1908.
Paper No. 3. Time Allowed, Three Hours

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass

Practical Work...

1. What are "bumps" as they occur in the mines of the Crow's Nest Pass? What are the causes and results of these occurrences and what remedy do you suggest for their prevention? (15)

2. What are the advantages of electric blasting? Describe the construction of the high tension and also the low tension detonator. How are detonators tested before use? (15)

3. Explain with sketches the different systems of drawing pillars which can be applied in the bituminous and lignite mines in Alberta (15)

4. Classify the accidents liable to occur in lignite and bituminous mines and point out what remedies and precautions you propose to lessen these accidents (15)

5. Describe with sketches the two main methods of mining coal. Give the conditions favorable to or requiring the application of each of these methods (15)

6. To what use is electricity put in coal mines and what dangers arise from its use in mines? (10)

7. How would you proceed to replace a set of broken timbers in a main haulage road? Explain fully, going into details and taking into account the different conditions of roof, sides and floor. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Mine Managers Examination. December 9th and 10th, 1908.
Paper No. 4. Time Allowed, Three Hours.

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass.

Machinery.

1. Compare the advantages and disadvantages of power transmission into mines by means of compressed air, steam and electricity. (15)
2. How far would you place a pump above the water for it to work satisfactorily? State fully how you arrive at your answer. (10)
3. What is the pressure per square inch on the plunger of a pump raising water up a slope 300 yards long with a 33 1-3 per cent grade? Neglecting friction, find the mean effective steam pressure required for this pump if the steam cylinder is 8 inches in diameter and the water cylinder 4 inches in diameter. (15)
4. What is there in water that produces incrustation in boilers? How do you proceed to clean a boiler? (15)
5. How far must a weight of 80 pounds be placed from the fulcrum of a safety valve having a diameter of 3 inches, the valve stem being 4 inches from fulcrum; the valve to blow off at 75 pounds pressure? (15)
6. What size of rope is necessary for a 400 foot shaft, hoisting with double decked cages, one car containing 25 cwt. on each deck? What are the various causes of wear on hoisting ropes? At which points does a hoisting rope wear most? What precautions would you take to ensure safety in the use of hoisting ropes? (15)
7. Find the H. P. of a duplex engine with 30-inch cylinders, 5-foot stroke, 40 revolutions per minute, with an average piston pressure of 40 pounds per square inch and an average back pressure of 5 pounds per square inch. (15)

COAL MINES ACT, PROVINCE OF ALBERTA.

Mine Managers Examination. December 9th and 10th 1908.

Paper No. 5.

Time Allowed, Three Hours.

The value attached to each question is given in brackets. Candidates must obtain 60 per cent of the allotted marks to pass.

Surveying.

1. What is meant by declination and variation when speaking of the compass? (15)
2. How many tons of coal are there underlying a square field containing 8 acres, the seam being 6 feet 6 inches thick, lying at an angle of 31 degrees, the specific gravity of the coal being 1.51. (20)
3. Plot the following compass survey to a scale of 100 feet to 1 inch:

Station.	Bearing.	Distance in feet.
1-2	N. 32½ E.	255
2-3	N. 79 E.	134
3-4	S. 61 E.	160
4-5	S. 28¼ E.	325

 (20)
4. Two drill holes A. and B. 1000 yards apart, are put down to a coal seam. The depth of hole A. is 506 feet, the depth of hole B. is 766 feet. The surface at A. is 30 feet above the surface at B. Give the inclination of the seam, calculated in feet per hundred feet. (15)
5. On a mine plan there is shown a horizontal distance of 100 feet, and also a vertical distance of 100 feet. What is the distance measured on the pitch and what is the average pitch of the seam? (15)
6. How are the surface and underground surveys of a mine connected when the mine is operated by means of a shaft? (15)

WAGES.

The scale of wages paid in the Province during 1908 has been practically the same as that paid during 1907.

The average coal digger's wage, mining coal on contract, varies from \$75.00 to \$180.00 per month.

The general wage schedule for day labor is as follows:

Inside Men.

Fire bosses	\$3.50	8 hours
Shot lighters	3 00	"
Bratticemen	3.00	"
Bratticemen helpers	2.50	"
Timbermen	3 00	"
Timbermen helpers	2.75	"
Drivers	2 75	"
Drivers, wet places	3 00	"
Team drivers	3.00	"
Tracklayers	3 00	"
Tracklayer helpers	2.75	"
Rock miners	3 50	"
Miners	3.00	"
Miners, wet places	3 50	"
Locomotive engineers	2 75	"
Switchmen	2.75	"
Chute loaders	2.75	"
Laborers	2 50	"
Timber handlers	2 75	"
Machine men	3 50	"
Machine men helpers	3.00	"
Switch boys	1 50	"
Door boys	1 00	"
Hoistmen	2 75	"
Rope riders	2 75	"
Couplers, boys	1.50	"
Couplers, men	2 50	"
Pushers	2.50	"

Outside Men.

Pitheadmen	\$2 50	10 hours
Slate pickers, men	2 00	10 "
Slate pickers, boys	1 25	10 "
Car oilers, boys	1 25	10 "
Car oilers, men	2 00	10 "
Tally boys	1 25	10 "
Teamsters	2.50	10 "
Blacksmiths	3.50	10 "
Blacksmith helper	2 50	10 "
Mine carpenter	3.50	10 "
Mine carpenter helper	2 50	10 "
Car repairers	3 00	10 "
Power house engineers	3 50	12 "
Tipple engineers	3.25	10 "
Locomotive engineer	3 25	10 "
Locomotive helper	2 80	10 "
Firemen	2 50	8 "
R. R. car handlers	2.25	10 "
Fanmen	2 50	12 "
Outside laborers	2 00	10 "
Fan firemen	3 00	12 "
Lampman	2.50	12 "
Machinists	3 20	10 "
Machinists' helpers	2 50	10 "
Couplers	2.00	10 "
Sawyer	3.00	10 "

Prospecting Work.

A considerable amount of prospecting work has been done in the remote districts of the Province during the year. Throughout the prairie country a number of bore holes have been put down with a view to locating coal areas. Probably, however, the largest undertakings as regards prospecting for coal have been carried out in the mountainous regions towards the western boundary of the Province. The German Development Company, Limited, of Ottawa; the Kananaskis Coal Company, Limited, of Banff, and the Canadian Northern Railway Company have done a considerable amount of prospecting on their various properties. The German Development Company in particular have had a force of men in the field all summer and late into the fall, and have opened up many valuable seams of coal on their Kananaskis, Big Horn and Brazeau coal lands. It is reported that the Canadian Northern Railway will shortly build a line into the Brazeau coal fields, so that in the near future we may look for a new source of bituminous coal supply for our railways in the north.

The excursion in September, organized by the Canadian Mining Institute, visited a number of the mines in the Province. Through the members of this excursion, who were all mining engineers and parties interested in mining from the various Provinces of Canada, the British Isles and other European countries, the mineral resources of Alberta have been widely advertised.

The year just opening, with a revival in trade and enterprise, ought certainly to see a considerable amount of development work in the coal fields of the Province.

I have the honor to be, sir,

Your obedient servant,

NORMAN FRASER,

Provincial Inspector of Mines.

Local Improvement Branch

Edmonton, Alberta, February 11, 1909.

JOHN STOCKS, Esq.,
Deputy Minister of Public Works,
Edmonton, Alta.

Sir,

I beg to submit herewith the following report for the Local Improvement Branch of the Department of Public Works for the year 1908.

As has been the case in past years, the work of this branch steadily increased during the year 1908. In connection with this increase of work I might point out that the increase is greater in connection with the assistance we give to administration of affairs in small local improvement districts and villages than in connection with the assessment and collection of taxes dealt with directly by this Department. During the year 1908 forfeiture proceedings were taken under the Local Improvement Act, Village Act and School Assessment Ordinance, as provided for. These proceedings added considerably to our work, but they also brought in payments of taxes that had been in arrears for some time and increased our total collection during the year 1908 to more than twice the amount collected in the year 1907. The total amount of taxes and fees collected by this Department during the year 1908 from assessments levied by us under the Local Improvement Act and Educational Tax Act, together with arrears due small local improvement districts and school districts, was \$248,733.35.

The work which we carry on in connection with the issue of tax certificates has also largely increased, the total number issued during the year 1908 being 6192; there having been 966 certificates issued in the month of December alone, as compared with 192 in the month of December, 1907. The general correspondence of the branch was also very large during the past year.

Large Local Improvement Districts.

Despite the increase in the number of small local improvement districts since the assessment was levied in large local improvement districts in the year 1907, and decrease in the rate of assessment of leased lands from $1\frac{1}{4}$ cents per acre to $\frac{3}{4}$ cent per acre, the total assessment levied in large local improvement districts in the year 1908 showed an increase over the total assessment levied in the year 1907. The total assessment in the year 1908 being \$151,522.11 as compared with \$149,406.83 in the year 1907. The total amount collected for taxes and fees in large local improvement districts during the year 1908 was \$93,406.57 as compared with \$61,777.49 in the year 1907.

Small Local Improvement Districts.

In the year 1908 nine new districts were organized, making a total of one hundred and seventy-two districts in existence at the

end of the year. In addition to this organization townships 31 and 32 in range 22 were also organized and added to District 16-S-4, and townships 31 and 32 in range 5, W. 5th M. were organized and added to District 16-B-5.

The number of districts organized during the year was much smaller than in previous years as we find that it is not advisable to organize districts in new or thinly settled areas. These organizations are, as a rule, more successful in areas which have been thickly settled for some time.

The system of having the books of all small local improvement districts audited by auditors sent out by the Department has, I think, worked out very successfully. By means of these auditors we are able to keep in closer touch with the work of the district and to see that the work of keeping the books and records of the different districts is carried on in a systematic and uniform method. I may point out that the inspection of the books of the districts by our auditors frequently saves the districts from considerable loss. For example, in one district our auditor noted the assessment appeared incomplete and on having the matter investigated it was found that some eighty quarter sections liable to assessment had been left off the assessment roll. The rate of assessment levied in that particular district amounted to some \$5.00 per quarter section. Thus the district was losing the sum of \$400.00 through incomplete assessment.

As pointed out in my report for the year 1907, the great trouble in small local improvement district work is to procure a fair return for the assessment levied. The books of some districts show a large amount of money collected for taxes and spent on improvements, but yet there is very little to show in the shape of improvements. There has, however, been considerable improvement along these lines during the past year and the small local improvement districts throughout the province are in a more satisfactory condition than they were a year ago.

Our carrying a stock of supplies for the work of the secretary-treasurers has proved to be of considerable assistance to districts unable to get authorized forms elsewhere. During the year we collected some \$669.78 for supplies sold.

During the year the arrears of taxes and fees on lands situated in small local improvement districts to the amount of \$44,809.94, was collected, and the amount due each district forwarded to the secretary-treasurer of the district to be used by the council of the district in connection with the work being carried on by them.

The returns we have just received show that the total assessment levied in small local improvement districts throughout the Province in the year 1908 amounted to considerable more than \$525,000. This amount of money, if properly handled, should enable the councils of these districts to carry on a great deal of work in the way of improving the roads and constructing and repairing bridges within their limits.

The following is a complete list of all the small local improvement districts in existence at the end of the year 1908 together with the date of organization, the area of each district, the name of the secretary-treasurer and the rate of assessment which was levied in the past year:

24-A-4—Organized 1908—Townships 47 and 48 in ranges 1 and 2, west fourth meridian. Secretary-treasurer, Jno. W. Barclay, Rising Sun, Alberta. Rate of assessment, 1908, \$2.00 per quarter section.

25-A-4—Organized 1906—Townships 49 and 50 in ranges 1 and 2, west

fourth meridian. Secretary-treasurer, A. J. Blackwell, Lloydminster, Alberta. Rate of assessment 1908, \$5.20 per quarter section.

26-A-4—Organized 1906.—Townships 51 and 52 in ranges 1 and 2, and township 53 in range 2, west fourth meridian. Secretary-treasurer, Jno. Campbell, Lloydminster, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

5-B-4—Organized 1905.—Townships 9 and 10 in ranges 2, 3 and 4, west fourth meridian. Secretary-treasurer, Wm. Dakin, Irvine, Alberta. Rate of assessment, \$2.80 per quarter section.

6-B-4—Organized 1906.—Townships 11 and 12 in ranges 4 and 5, west fourth meridian. Secretary-treasurer, C. Jenkins, Medicine Hat, Alberta. Rate of assessment 1908, \$2.00 per quarter section.

26-B-4—Organized 1905.—Townships 50, 51 and 52 in ranges 3 and 4, west fourth meridian. Secretary-treasurer, W. Ashworth, Kitscoty, Alberta. Rate of assessment 1908, \$5.60 per quarter section.

27-B-4—Organized 1907.—Township 53 in ranges 3 and 4, township 54 in range 4, south of river of township 54 in range 3, west fourth meridian. Secretary-treasurer, R. F. Blair, Dewberry, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

25-C-4—Organized 1908.—Townships 47, 48 and 49 in range 5 and townships 46, 47, 48 and 49 in range 6, west fourth meridian. Secretary-treasurer, E. C. Symes, Battle View, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

26-C-4—Organized 1906.—Townships 50, 51 and 52 in ranges 5 and 6, west fourth meridian. Secretary-treasurer, E. Covey, Vermilion, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

24-D-4—Organized 1908.—Townships 47 and 48 in ranges 7 and 8, west fourth meridian. Secretary-treasurer, Harry A. Sproule, Mannville. Rate of assessment 1908, \$2.00 per quarter section.

25-D-4—Organized 1907.—Townships 49 and 50 in ranges 7 and 8, west fourth meridian. Secretary-treasurer, A. W. Roseborough, Vermilion, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

26-D-4—Organized 1906.—Townships 51 and 52 in ranges 7 and 8, west fourth meridian. Secretary-treasurer, G. M. Cundal, Mannville, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

19-E-4—Organized 1908.—Townships 37 and 38 in ranges 9 and 10, west fourth meridian. Secretary-treasurer, R. W. Preston, Talbot, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

20-E-4—Organized 1907.—Township 39 in ranges 9 and 10 and parts east of the river of township 40 in ranges 9 and 10, west fourth meridian. Secretary-treasurer, Elmer G. Lewis, Puffer, Alberta. Rate of assessment 1908, \$6.40 per quarter section.

25-E-4—Organized 1907.—Townships 49 and 50 in ranges 9 and 10, west fourth meridian. Secretary-treasurer, Jas. N. Bryden, Mannville, Alberta. Rate of assessment 1908, \$4.80 per quarter section.

26-E-4—Organized 1906.—Townships 51 and 52 in ranges 9, 10 and 11, west fourth meridian. Secretary-treasurer, T. J. Marshall, Delnorte, Alberta. Rate of assessment 1908, \$5.60 per quarter section.

19-H-4—Organized 1907.—Townships 37 and 38 in ranges 11 and 12, and south of river of township 39 and 40 in ranges 11 and 12, west fourth meridian. Secretary-treasurer, C. H. Coyne, Ingleton, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

20-H-4—Organized 1907.—Part north of river of township 39 in ranges 11 and 12, township 40 in range 12 and township 40 in range 11, west fourth meridian. Secretary-treasurer, Jonas D. Martin, Leopoldville, Alberta. Rate of assessment 1908, \$5.60 per quarter section.

21-H-4—Organized 1907.—Townships 41 and 42 in ranges 11 and 12, west fourth meridian. Secretary-treasurer, Arch Brown, Bellshill, Alberta. Rate of assessment 1908, \$5.60 per quarter section.

22-H-4—Organized 1906.—Townships 43 and 44, in ranges 10, 11 and 12, west fourth meridian. Secretary-treasurer, J. L. Clarke, Sedgewick, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

24-H-4—Organized 1905.—Townships 47 and 48 in ranges 11 and 12, west fourth meridian. Secretary-treasurer, D. T. Greene, Harland, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

25-H-4—Organized 1905.—Townships 49 and 50 in ranges 11 and 12, west fourth meridian. Secretary-treasurer, Archie Cartwright, Gilpin, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

19-J-4—Organized 1907.—Townships 37 and 38 in ranges 13 and 14.

west fourth meridian. Secretary-treasurer, L. J. Rowe, Ingleton, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

20-J-4—Organized 1907.—Parts south of river of townships 39 and 40 in range 13 and township 40 in range 14, west fourth meridian, and all of township 39 in range 14, west fourth meridian. Secretary-treasurer, Geo. L. Rutherford, Ingleton, Alberta. Rate of assessment for 1908, \$4.80 per quarter section.

21-J-4—Organized 1907.—Parts north of river of townships 39 and 40 in range 13, and township 40 in range 14, west fourth meridian; all townships 41 and 42 in ranges 13 and 14 west fourth meridian. Secretary-treasurer, W. H. Stewart, Merna, Alberta. Rate of assessment 1908, \$3.00 per quarter section.

22-J-4—Organized 1906.—Townships 43 and 44 in ranges 13 and 14, west fourth meridian. Secretary-treasurer, E. H. Malcolm, Killam, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

23-J-4—Organized 1906.—Townships 45 and 46 in ranges 13 and 14, west fourth meridian. Secretary-treasurer, W. W. L. Ruzicka, Prague, Alberta. Rate of assessment 1908, \$6.40 per quarter section.

24-J-4—Organized 1906.—Townships 47 and 48 in ranges 13 and 14 west fourth meridian. Secretary-treasurer, F. A. Gossman, Harland, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

25-J-4—Organized 1905.—Townships 49 and 50 in ranges 13 and 14, west fourth meridian. Secretary-treasurer, J. C. Hennessy, Gilpin, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

26-J-4—Organized 1905.—Townships 51 and 52 in ranges 12, 13 and 14, west fourth meridian. Secretary-treasurer, H. A. Glarpell, Lavoy, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

27-J-4—Organized 1905.—Townships 53 and 54 in ranges 13 and 14 west fourth meridian. Secretary-treasurer, E. H. Wynne-McKenzie, Warwick, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

28-J-4—Organized 1905.—Parts south and west of river of townships 56 and 57 in range 12; all townships 55 and 56 in range 13; parts south of river of township 57 in ranges 13 and 14, all townships 55 and 56 in range 14 west fourth meridian. Secretary-treasurer, J. E. Cunningham, Hairy Hill, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

19-M-4—Organized 1906.—Townships 37 and 38 in ranges 15 and 16 west fourth meridian. Secretary-treasurer, Hugh Fulton, Emsburg, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

20-M-4—Organized 1906.—Township 39 in ranges 15 and 16, and parts south of river of township 40 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, A. Edgeworth, Foreman, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

21-M-4—Organized 1905.—Part north of river of township 40 in range 15; all townships 41 and 42 in range 15; parts north and east of river of township 41 in range 16; all township 41 in range 17, all township 42 in range 16 and parts east of river of township 42 in range 17, west fourth meridian. Secretary-treasurer, Jno. J. Stormont, Hastings Coulee, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

22-M-4—Organized 1904.—Townships 43 and 44 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, F. R. Bowlby, Spring Lake, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

23-M-4—Organized 1906.—Townships 45 and 46 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, E. A. Quantz, Daysland, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

24-M-4—Organized 1906.—Townships 47 and 48 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, Thos. P. Hall, Hurry, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

25-M-4—Organized 1904.—Townships 49 and 50 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, C. N. Brisbin, Holden, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

26-M-4—Organized 1904.—Townships 51 and 52 in ranges 15 and 16, west fourth meridian, and parts east of Beaver Lake of townships 51 and 52 in range 17, west fourth meridian. Secretary-treasurer, Henry Trenhaile, Vegreville, Alberta. Rate of assessment \$8.00 per quarter section.

27-M-4—Organized 1904.—Townships 53 and 54 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, Peter Svarich, Vebreville, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

28-M-4—Organized 1904.—Townships 55 and 56 in ranges 15 and 16, west fourth meridian. Secretary-treasurer, Thos. Hall, Whitford, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

29-M-4—Organized 1904.—Parts south and west of river of townships 57 and 58 in range 15, township 58 in range 16 and all of township 57 in range 16, west fourth meridian. Secretary-treasurer, Andrew S. Shandro, Shandro, Alberta. Rate of assessment 1908, \$5 00 per quarter section

30-M-4—Organized 1906.—Parts north of river of township 57 in ranges 14 and 15, township 58 in range 15, all townships 58 and 59 in ranges 14 and all township 59 in range 15, west fourth meridian. Secretary-treasurer, Andrew S. Shandro, Shandro, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

19-N-4—Organized 1907.—Townships 37 and 38 in ranges 17 and 18, west fourth meridian. Secretary-treasurer, J. Skocdepole, Maryville, Alberta. Rate of assessment 1908, \$8 00 per quarter section

20-N-4—Organized 1904.—Townships 39 and 40 in ranges 17 and 18, west fourth meridian. Secretary-treasurer Dr Creighton, Red Willow, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

21-N-4—Organized 1905.—Portions south and west of river of township 41 in ranges 16 and 17, and township 42 in range 17, and portions south and west of river of township 43 in ranges 17 and 18, and township 54 in range 18; and all of townships 41 and 42 in range 18, west fourth meridian. Secretary-treasurer, J. W. Murphy, Wessington, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

22-N-4—Organized 1904.—Township 44 in range 17, portions north of river of township 43 in ranges 17 and 18, and township 44 in range 18, portions north of river and lake of township 44 in range 19, west fourth meridian. Secretary-treasurer, Geo W Sawyer, Ferry Point, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

23-N-4—Organized 1905.—Townships 45 and 46 in ranges 17 and 18 west fourth meridian. Secretary-treasurer, O. E. Olesberg, Bawlf, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

24-N-4—Organized 1905.—Townships 47 and 48 in ranges 17 and 18, west fourth meridian. Secretary-treasurer, Frank Ewald, Camrose, Alberta. Rate of assessment, \$8 00 per quarter section

25-N-4—Organized 1905.—Townships 49 and 50 in ranges 17 and 18, west fourth meridian. Secretary-treasurer, L. Anderson, Bardo, Alberta. Rate of assessment 1908, \$8 00 per quarter section

26-N-4—Organized 1906.—Townships 51 and 52 in ranges 18 and 19, and township 51 in range 20, west fourth meridian. Secretary-treasurer, Jno A. Shaw, Tofield Alberta. Rate of assessment 1908, \$4 80 per quarter section

27-N-4—Organized 1906.—Townships 53 and 54 in ranges 17 and 18, west fourth meridian. Secretary-treasurer, Herman A. Schole, Chipman, Alberta. Rate of assessment 1908, \$6 00 per quarter section

28-N-4—Organized 1904.—Townships 55 and 56 in ranges 17 and 18 west fourth meridian. Secretary-treasurer, E. S. Harris, Chipman, Alberta. Rate of assessment 1908, \$4.25 per quarter section.

29-N-4—Organized 1904.—Township 57 in ranges 17 and 18 parts south of river of townships 58 in range 18, and township 57 in range 20, and township 57 in range 19; parts east of river of township 58 in range 20, and all of township 57 in range 19, west fourth meridian. Secretary-treasurer, Jno Kosure, Leeshore, Alberta. Rate of assessment 1908, \$4 00 per quarter section.

30-N-4—Organized 1905.—Parts north of river of township 58 in ranges 16 and 17; parts south of river of township 58 in range 17, all township 58 in range 18, and all township 59 in ranges 16, 17 and 18, west fourth meridian. Secretary-treasurer, G. H. Harpur, Paken, Alberta. Rate of assessment 1908, \$3.60 per quarter section

19-P-4—Organized 1907.—Townships 37 and 38 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, J. H. Bradley, Loudon's Lake, Alberta. Rate of assessment 1908, \$8.00 per quarter section

20-P-4—Organized 1906.—Townships 39 and 40 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, A. B. Clark, Kanata, Alberta. Rate of assessment 1908, \$6 50 per quarter section

21-P-4—Organized 1906.—Townships 41 and 42 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, A. T. Cartland, Whitebrush, Alberta. Rate of assessment 1908, \$8 00 per quarter section

22-P-4—Organized 1904.—Township 43 in ranges 19 and 20, and parts west of river of township 44 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, W. F. Wendt, Edberg, Alberta. Rate of assessment 1908, \$8 00 per quarter section

23-P-4—Organized 1904—Townships 45 and 46 in range 19, parts north and east of river of township 45 in range 20, river lots 21, 22, 23, 24, sections 13, 24, 25 and 36 in township 46 range 21, and all of township 46 in range 20, west fourth meridian. Secretary-treasurer, A. W. Fleming, Ohaton, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

24-P-4—Organized 1904—Townships 47 and 48 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, O. S. Franson, Lake de May, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

25-P-4—Organized 1904—Townships 49 and 50 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, W. Thomson, Tofield, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

27-P-4—Organized 1905—Townships 53 and 54 in ranges 19 and 20, west fourth meridian. Secretary-treasurer, W. A. Clemenson, Sollman, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

28-P-4—Organized 1904—Townships 55 and 56 in ranges 19 and 20, parts east of river of townships 55 and 56 in range 21, and township 55 in range 22, west fourth meridian. Secretary-treasurer, E. A. Holmes, Lamont, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

18-R-4—Organized 1907—Township 35 in range 22, parts west of river of township 35 in range 21, and township 36 in range 22, west fourth meridian. Secretary-treasurer, G. V. Fowler, Trenville, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

20-R-4—Organized 1905—Townships 39 and 40 in ranges 21 and 22, west fourth meridian. Secretary-treasurer, S. W. Smith, Content, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

21-R-4—Organized 1904—Townships 41 and 42 in ranges 21 and 22, west fourth meridian. Secretary-treasurer, N. A. Donaldson, Manfred, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

22-R-4—Organized 1904—Townships 43 and 44 in ranges 21 and 22, and parts not in Indian Reserve of township 44 in range 23, west fourth meridian. Secretary-treasurer, J. G. Wilcher, Lewisville, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

23-R-4—Organized 1904—Parts south and west of river of township 45 in range 19, parts south of river of township 45 in range 20, and townships 46 in ranges 20, 21 and 22, part south and east of river of township 45 in ranges 22 and 23, and all of township 45 in range 21, west fourth meridian. Secretary-treasurer, A. E. Trussler, Highland Park, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

24-R-4—Organized 1904—Townships 47 and 48 in ranges 21 and 22, parts east of lake of townships 47 and 48 in range 23; all except river lots 21, 22, 23 and sections 13, 24, 25 and 36 of township 46 in range 21, and part north of river of township 46 in range 22 west fourth meridian. Secretary-treasurer, E. Coleridge Roper, Bittern Lake, Alberta. Rate of assessment 1908, \$6 40 per quarter section.

25-R-4—Organized 1906—Townships 49 and 50 in ranges 21 and 22, west fourth meridian. Secretary-treasurer, Jonas Smith, New Sarepta, Alberta. Rate of assessment 1908, \$6 00 per quarter section.

26-R-4—Organized 1906—Sections 1 to 30 of township 52 in range 21, all township 51 in ranges 21 and 22, and sections 1 to 30 of township 52 in range 22, west fourth meridian. Secretary-treasurer, Lounon Baird, Cooking Lake, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

27-R-4—Organized 1904—Sections 31 to 36 of township 52 in ranges 21 and 22; all townships 53 and 54 in range 21 all township 53 in range 22, parts east of river of township 54 in range 22, and township 53 in range 23, parts south and east of river of township 54 in range 23, and parts south of river of township 53 in range 24, west fourth meridian. Secretary-treasurer, T. H. Attlewcll, Agricola, Alberta. Rate of assessment 1908, \$7 40 per quarter section.

28-R-4—Organized 1904—Parts north and west of river of township 56 in range 21 all township 56 in ranges 22 and 23; all township 55 in range 23, and parts west of the river of township 55 in range 22, west fourth meridian. Secretary-treasurer, C. S. Godbout, Lamoureux, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

29-R-4—Organized 1907—Townships 57 and 58 in ranges 22 and 23, west fourth meridian. Secretary-treasurer, Wm. Mason, Bon Accord, Alberta. Rate of assessment 1908, \$6 40 per quarter section.

6-S-4—Organized 1906—Parts north of river of township 10 in range 24; all townships 9 and 10 in range 25, all township 11 in ranges 24 and 25, and all township 12 in ranges 24 and 25, west fourth meridian. Secretary-

treasurer, Frank Matheson, Granum, Alberta. Rate of assessment 1908, \$3 00 per quarter section.

7-S-4—Organized 1906—Townships 13 and 14 in ranges 24 and 25, west fourth meridian. Secretary-treasurer, Malcolm McLeod, Little Bow Alberta. Rate of assessment 1908, \$3 00 per quarter section

8-S-4—Organized 1906—Townships 15 and 16 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, Ed. N. Zinn, Cleverville, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

9-S-4—Organized 1908,—Townships 17, 18 and 19 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, Roy Dean, Hicksburg, Alberta. Rate of assessment 1908, \$4 00 per quarter section.

15-S-4—Organized 1906—Townships 29 and 30 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, E. A. Scott, Rawdonville, Alberta. Rate of assessment 1908, \$5 00 per quarter section

16-S-4—Organized 1906—Townships 31 and 32 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, Henry Evans, Three Hills, Alberta. Rate of assessment 1908, \$8 00 per quarter section

17-S-4—Organized 1907—Parts west of river of township 33 in ranges 21 and 22 and township 34 in range 21; all townships 33 and 34 in ranges 23 and 24, and all township 34 in range 22, west fourth meridian. Secretary-treasurer, Jno C. Ash, Perbeck, Alberta. Rate of assessment 1908, \$4 80 per quarter section.

18-S-4—Organized 1906.—Townships 35 and 36 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, Wm M Graham, Lake View, Alberta. Rate of assessment 1908, \$4 80 per quarter section

19-S-4—Organized 1905.—Township 37 in ranges 23 and 24, parts south and east of river of township 38 in range 23, parts south of river of township 38 in range 24 and townships 37 and 38 in range 25; parts south and west of river of townships 37, 38 and 39 in range 22, west fourth meridian. Secretary-treasurer, Andrew J Creighton, Culham, Alberta. Rate of assessment 1908, \$6 00 per quarter section

20-S-4—Organized 1904.—Parts north of river of township 38 in ranges 23 and 24, all townships 39 and 40 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, P Russell, Bullocksville, Alberta. Rate of assessment 1908, \$6 00 per quarter section

21-S-4—Organized 1904—Townships 41 and 42 in ranges 23 and 24, west fourth meridian. Secretary-treasurer, W W Batson, Earlville, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

22-S-4—Organized 1904.—Township 43 in range 23, portion not included in the Indian Reserve of township 43 in range 24, and townships 43 and 44 in range 25; all townships 43 and 44 in range 26, west fourth meridian. Secretary-treasurer, F. W. Hutchinson, Ponoka, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

23-S-4—Organized 1904—Parts west of river of townships 45 and 46 in ranges 22 and 23; all of township 46 in ranges 24 and 25 and the east half of township 45 in range 24, west fourth meridian. Secretary-treasurer, E G Rodell, Wetaskiwin, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

24-S-4—Organized 1904—Parts west of lake of townships 47 and 48 in range 23; all townships 47 and 48 in ranges 24 and 25, west fourth meridian. Secretary-treasurer, P J. Mullen, Millet, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

25-S-4—Organized 1904—Townships 49 and 50 in ranges 23, 24 and 25, west fourth meridian. Secretary-treasurer, O P. Klein, Leduc, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

26-S-4—Organized 1904.—Townships 51 and 52 in range 23, township 51 in range 24; parts south and east of river of townships 51 and 52 in range 25 and township 52 in range 24, west fourth meridian. Secretary-treasurer, B. Andrews, Strathcona, Alberta. Rate of assessment 1908, \$8 00 per quarter section

27-S-4—Organized 1904—Parts north and west of river of townships 53 and 54 in range 23, townships 52 and 54 in range 25; parts south and east of river of townships 53 and 54 in range 25; all townships 53 and 54 in range 24, west fourth meridian. Secretary-treasurer, M. Hogan, St. Albert. Rate of assessment 1908, \$8.00 per quarter section.

28-S-4—Organized 1904.—Townships 55 and 56 in ranges 24 and 25, west fourth meridian. Secretary-treasurer, G. Morris, Excelsior, Alberta. Rate of assessment 1908, \$7 60 per quarter section

29-S-4—Organized 1904.—Townships 57 and 58 in ranges 24 and 25, and township 59 in range 24, west fourth meridian. Secretary-treasurer, P. J. Monaghan, Legal, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

4-T-4—Organized 1906—Parts west of river of township 7 in ranges 24 and 25, and township 8 in ranges 24 and 25; all townships 7 and 8 in range 26, west fourth meridian. Secretary-treasurer, W. A. Day, Macleod, Alberta. Rate of assessment 1908, \$2 00 per quarter section.

5-T-4—Organized 1906—Parts north of river of township 9 in ranges 26 and 27, all township 10 in ranges 26 and 27, west fourth meridian. Secretary-treasurer, H. Mackintosh, Macleod, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

6-T-4—Organized 1906—Townships 11 and 12 in ranges 26 and 27, west fourth meridian. Secretary-treasurer, A. H. Tovell, Claresholm, Alberta. Rate of assessment 1908, \$3 20 per quarter section.

7-T-4—Organized 1906—Townships 13 and 14 in ranges 26 and 27, west fourth meridian. Secretary-treasurer, Harry Benjamin, Stavely, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

8-T-4—Organized 1906—Townships 15 and 16 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, W. F. White, Laurence, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

9-T-4—Organized 1906—Townships 17 and 18 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, A. C. McIntyre, Brant, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

10-T-4—Organized 1905—Townships 19 and 20 in range 25; parts south of river of townships 21 and 22 in range 25 and township 21 in range 26; all townships 19 and 20 in range 26, west fourth meridian. Secretary-treasurer, F. E. Rhoades, Dinton, Alberta. Rate of assessment 1908, \$3 20 per quarter section.

15-T-4—Organized 1905—Townships 29 and 30 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, Arthur Wheeler, Tapscot, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

16-T-4—Organized 1904—Townships 31 and 32 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, Jno McAlpine, Sunny Slope, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

17-T-4—Organized 1904—Townships 33 and 34 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, J. H. McArthur, Knee Hill Valley, Alberta. Rate of assessment 1908, \$5 60 per quarter section.

18-T-4—Organized 1904—Townships 35 and 36 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, G. F. Oakes, Milnerton, Alberta. Rate of assessment 1908, \$4.00 per quarter section.

19-T-4—Organized 1904—All township 37 in ranges 26 and 27; parts south of river of townships 38 and 39 in range 26, parts east of river of township 37 in range 28, parts south and east of river of township 38 in ranges 27 and 28, and township 39 in range 27, west fourth meridian. Secretary-treasurer, W. P. Code, Red Deer, Alberta. Rate of assessment 1908, \$6.40 per quarter section.

20-T-4—Organized 1904—Parts north of river of township 38 in ranges 25 and 26 and township 39 in range 26; all townships 39 and 40 in range 25, and all township 40 in range 26, west fourth meridian. Secretary-treasurer, E. Walter Simpson, Lacombe, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

21-T-4—Organized 1904—Townships 41 and 42 in ranges 25 and 26, west fourth meridian. Secretary-treasurer, W. C. Huston, Morningside, Alberta. Rate of assessment, \$8 00 per quarter section.

23-T-4—Organized 1904—Townships 45 and 46 in ranges 26, 27 and 28, west fourth meridian. Secretary-treasurer, Lewis P. Larson, Wetaskiwin, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

24-T-4—Organized 1904—Townships 47 and 48 in ranges 26, 27 and 28, west fourth meridian. Secretary-treasurer, S. L. Price, Conjuring Creek, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

25-T-4—Organized 1904—Townships 49 in ranges 26, 27 and 28, parts south of river of township 50 in ranges 26, 27 and 28, west fourth meridian. Secretary-treasurer, Olof C. Melin, Calmar, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

26-T-4—Organized 1904—Parts north of river of township 50 in ranges 26 and 27, parts west of river of township 51 in range 25; all townships 51 and 52 in range 26, north of river of township 50 in range 28; fractional townships 51 and 52 in ranges 27 and 28, west fourth meridian. Secretary-treasurer, G.

Sutherland, Spruce Grove, Alberta Rate of assessment 1908, \$8.00 per quarter section.

27-T-4—Organized 1904—Townships 53 and 54 in range 26, portions not in Indian Reserve of townships 53 and 54, in range 27, west fourth meridian Secretary-treasurer, W Bristow, Spruce Grove, Alberta Rate of assessment 1908, \$7 00 per quarter section.

28-T-4—Organized 1904.—Townships 55 and 56 in range 26, portions not in Indian Reserve of townships 55 and 56 in range 27, west fourth meridian. Secretary-treasurer, Geo Timney, River Qui Barre, Alberta Rate of assessment 1908, \$7 20 per quarter section

29-T-4—Organized 1905.—Townships 57 and 58 in ranges 26 and 27, west fourth meridian Secretary-treasurer, Jno. W Williams, Independence, Alberta. Rate of assessment 1908, \$8.00 per quarter section

30-T-4—Organized 1906—Townships 59 and 60 in ranges 25, 26 and 27, west fourth meridian Secretary-treasurer, W M Garrison, Edison, Alberta Rate of assessment 1908, \$5 00 per quarter section

8-W-4—Organized 1904—Townships 15 and 16 in ranges 27, 28, 29 and 30, west fourth meridian Secretary-treasurer, Jas. T. Cooper, Nanton, Alberta Rate of assessment 1908, \$4 00 per quarter section

9-W-4—Organized 1904—Townships 17 and 18 in ranges 27 28, 29 and 30, west fourth meridian Secretary-treasurer, Wm Caspell, Cayley, Alberta Rate of assessment 1908, \$4 00 per quarter section

10-W-4—Organized 1904—Townships 19 and 20 in range 27, parts south of Bow River of township 21 in ranges 27 and 28; parts south and east of High River of townships 19 and 20 in range 28, west fourth meridian Secretary-treasurer, H Hill Wilson, Glayds, Alberta. Rate of assessment 1908, \$3 20 per quarter section

12-W-4—Organized 1905—Part north of river of township 21 in ranges 26 and 27, all townships 22 and 23 in ranges 26 and 27 south half of township 24 in ranges 26 and 27, west fourth meridian Secretary-treasurer, Wm Kirtor, Cheadle, Alberta Rate of assessment 1908, \$5 00 per quarter section

13-W-4—Organized 1906—Parts north half of township 24 in ranges 28 and 29; all townships 25 and 26 in ranges 28 and 29, west fourth meridian Secretary-treasurer, Jno Redmond, Rocky View, Alberta Rate of assessment 1908, \$3.20 per quarter section

14-W-4—Organized 1906—Townships 27 and 28 in ranges 27, 28 and 29, west fourth meridian Secretary-treasurer, Thos H E Magee, Crossfield, Alberta Rate of assessment 1908 \$4 00 per quarter section

15-W-4—Organized 1904—Townships 29 and 30 in ranges 27, 28 and 29, west fourth meridian. Secretary-treasurer, Fred R. Robinson, Carstairs, Alberta Rate of assessment 1908, \$8 00 per quarter section

16-W-4—Organized 1904—Townships 31 and 32 in ranges 27, 28 and 29, west fourth meridian Secretary-treasurer, Malcolm McLean, Neapolis, Alberta Rate of assessment 1908, \$8 00 per quarter section

17-W-4—Organized 1904—Townships 33 and 34 in ranges 27, 28 and 29, west fourth meridian. Secretary-treasurer, J. A. Weir, Bowden, Alberta Rate of assessment 1908, \$8 00 per quarter section.

18-W-4—Organized 1904—Townships 35 and 36 in range 27, west fourth meridian, parts east of river of townships 35 and 36 in range 28 west fourth meridian; and townships 35 and 36 in range 1, west fifth meridian, parts south of river of townships 35 and 36 in range 2, west fifth meridian Secretary-treasurer, Ed J Fream, Innisfail, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

20-W-4—Organized 1904.—Parts west of river of township 39 in range 27; parts north and west of river of township 39 in range 28, all township 40 in ranges 27 and 28, west fourth meridian Secretary-treasurer, Jas McNicol, Blackfalds, Alberta Rate of assessment 1908, \$8 00 per quarter section

21-W-4—Organized 1904—Townships 41 and 42 in ranges 27 and 28, west fourth meridian. Secretary-treasurer, Jas Kinley, Iowalta, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

22-W-4—Organized 1905.—Townships 43 and 44 in ranges 27 and 28, west fourth meridian. Secretary-treasurer, E R Olmstead, Ferrybank, Alberta. Rate of assessment 1908, \$8.00 per quarter section

2-Z-4—Organized 1904.—Townships 3 and 4 in ranges 29 and 30 and township 4 in range 28, west fourth meridian. Secretary-treasurer, E H Hillier, Twin Butte, Alberta Rate of assessment 1908, \$400 per quarter section.

3-Z-4—Organized 1904—Townships 5 and 6 in ranges 28, 29 and 30,

west fourth meridian Secretary-treasurer, J. W. Harwood, Pincher Creek, Alberta. Rate of assessment 1908, \$2 50 per quarter section

4-Z-4—Organized 1906.—Townships 7 and 8 in range 30, and township 8 in range 29, parts not in Indian Reserve of township 7 in ranges 28 and 29, west fourth meridian. Secretary-treasurer, Thomas Hammond, Pincher Creek, Alberta. Rate of assessment 1908, \$5 00 per quarter section.

10-Z-4—Organized 1905.—Township 20 in ranges 1, 2 and 3, west fifth meridian; parts west of river of township 20 in ranges 28 and 29; parts south and west of river of township 21 in range 28; parts south of river of township 22 in ranges 28 and 29 and township 21 in range 29, west fourth meridian. Secretary-treasurer, E. A. Hayes, Okotoks, Alberta. Rate of assessment 1908, \$4.80 per quarter section.

12-Z-4—Organized 1905—Parts north of river of townships 21 and 22 in range 28, all township 23 in range 28, parts north and east of river of township 21 in range 29; south half of township 24 in ranges 28 and 29, parts east of river of townships 22 and 23 in range 29, west fourth meridian; parts east of river of township 22 and 23 in range 1, and parts south and east of river of township 24 in range 1, west fifth meridian Secretary-treasurer, Wm. Hinde, Calgary, Alberta Rate of assessment 1908, \$3 20 per quarter section.

3-A-5—Organized 1904.—Townships 5 and 6 in ranges 1 and 2, west fifth meridian Secretary-treasurer, W. D. McDowell, Mountain Mill, Alberta Rate of assessment 1908, \$5 00 per quarter section

4-A-5—Organized 1904—Townships 7, 8 and 9 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, R. H. Burn, Gillingham, Alberta Rate of assessment 1908, \$3 00 per quarter section.

9-A-5—Organized 1905—Parts south of river of township 18 in ranges 1 and 3, all township 17 in ranges 1, 2 and 3, and township 18 in range 2, west fifth meridian Secretary-treasurer, W. G. Harrison, Pekisko, Alberta Rate of assessment 1908, \$2 00 per quarter section.

10-A-5—Organized 1905—North of river of township 18 in ranges 29 and 30, fractional township 19 in range 30, west of river of township 19 in ranges 28 and 29, west fourth meridian, portions north of river of township 18 in ranges 1, 2 and 3, and township 19 in range 1, all township 19 in ranges 2 and 3, west fifth meridian. Secretary-treasurer, Geo. H. McKee, Tongue Creek, Alberta Rate of assessment 1908, \$4 00 per quarter section

11-A-5—Organized 1904—Townships 21 and 22 in ranges 1 and 2; between Bow and Elbow Rivers of township 23 in range 1, west fifth meridian; west of river of townships 22 and 23 in range 29, west of fourth meridian Secretary-treasurer, E. J. Kieran, Millarville, Alberta. Rate of assessment 1908, \$3.00 per quarter section.

12-A-5—Organized 1904.—Parts north and west of river of township 23 in range 1, south of river of township 24 in range 1, parts south and west of river of townships 24 and 25 in range 2, and township 25 in range 3, east half of township 24 in range 4, and all township 24 in range 3, west fifth meridian Secretary-treasurer, Jno. M. Belway, Calgary, Alberta Rate of assessment 1908, \$3 60 per quarter section.

13-A-5—Organized 1905—Parts northeast of river of townships 25 and 26 in ranges 1 and 2 and township 24 in range 2, north half of township 24 in range 1, west fifth meridian Secretary-treasurer, E. J. Riley, Calgary, Alberta Rate of assessment 1908, \$2 00 per quarter section

14-A-5—Organized 1904—Townships 27 and 28 in ranges 1 and 2, west fifth meridian Secretary-treasurer, Mahlon L. Boyle, Crossfield, Alberta Rate of assessment 1908, \$5 00 per quarter section

15-A-5—Organized 1904.—Townships 29 and 30 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, M. R. Shantz, Carstairs, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

16-A-5—Organized 1904—Townships 31 and 32 in ranges 1 and 2 west fifth meridian Secretary-treasurer, A. M. McNaughton, Didsbury, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

17-A-5—Organized 1904.—Townships 33 and 34 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, Colin Thomson, Red Lodge, Alberta Rate of assessment 1908, \$8.00 per quarter section

18-A-5—Organized 1904.—Parts west of river of township 36 in range 28; parts north of river of township 36 in ranges 1 and 2 and township 35 in ranges 2 and 3; all township 36 in ranges 3 and 4 and township 35 in range 4, west fifth meridian. Secretary-treasurer, D. Sullivan, Innisfail, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

19-A-5—Organized 1904.—Parts west of river of township 38 in ranges 27 and 28, and township 37 in range 28, all townships 37 and 38 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, T. J. Davidson, Markerville, Alberta. Rate of assessment 1908, \$6.40 per quarter section.

20-A-5—Organized 1904.—Townships 39 and 40 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, J. C. Carritt, Bentley, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

21-A-5—Organized 1904.—Townships 41 and 42 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, E. A. Shurtleff, Bentley, Alberta. Rate of assessment 1908, \$6.00 per quarter section.

22-A-5—Organized 1905.—Townships 43 and 44 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, Curtis J. Eley, Buckhorn, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

23-A-5—Organized 1906.—Townships 45 and 46 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, A. C. Bunney, Westrose via Wetaskiwin, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

25-A-5—Organized 1906.—Township 49 in ranges 1 and 2, parts south of river of townships 50 and 51 in range 2, and all township 50 in range 1, west fifth meridian. Secretary-treasurer, Geo. McFarquhar, Telfordville, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

26-A-5—Organized 1904.—Part north of river of township 50 in range 1, and township 50 in range 2, all township 51 in range 1, township 52 in range 1, townships 50 and 51 in range 2, west fifth meridian. Secretary-treasurer, C. W. Ilsen, Bright Bank, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

27-A-5—Organized 1905.—Townships 53 and 54 in range 28, west of fourth meridian, townships 53 and 54 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, Arthur Priestley, Onoway, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

28-A-5—Organized 1908.—Portion not in Indian Reserve of township 55 in range 1, townships 55 and 56 in range 2 and portion not in Indian Reserve of township 56 in range 1, west fifth meridian. Secretary-treasurer, J. Hamilton, Sion, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

29-A-5—Organized 1907.—Townships 57 and 58 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, A. Soutter (acting), Dunstable, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

30-A-5—Organized 1908.—Townships 59 and 60 in ranges 1 and 2, west fifth meridian. Secretary-treasurer, T. A. Clark, Pembina, Alberta. Rate of assessment 1908, \$6.40 per quarter section.

11-B-5—Organized 1904.—Townships 21 and 22 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, W. H. King, Millarville, Alberta. Rate of assessment 1908, \$3.20 per quarter section.

15-B-5—Organized 1905.—Townships 29 and 30 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, G. B. Hunter, Dog Pound, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

16-B-5—Organized 1904.—Townships 31 and 32 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, Walter B. Smith, Didsbury, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

17-B-5—Organized 1905.—Townships 33 and 34 in range 3, south of river of township 35 in range 3; east half of township 33 in range 4, south and east of river of the east half of 34 in range 4; west half of 33 in range 4, south and east of river of township 34 in range 4, east of river of township 33 in range 5, west fifth meridian. Secretary-treasurer, F. Bertossa, Eagle Hill, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

19-B-5—Organized 1904.—Townships 37 and 38 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, Martin Potter, Evarts, Alberta. Rate of assessment 1908, \$3.00 per quarter section.

20-B-5—Organized 1904.—Townships 39 and 40 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, E. N. French, Evarts, Alberta. Rate of assessment 1908, \$7.00 per quarter section.

21-B-5—Organized 1906.—Townships 41 and 42 in ranges 3 and 4, west fifth meridian. Secretary-treasurer, Paul Broderson, Wittenburg, Alberta. township 52 in range 3, west fifth meridian. Secretary-treasurer, M. L. Hoff-

26-B-5—Organized 1906.—Parts north of river of township 50 in ranges 3 and 4, and township 51 in range 3; all townships 51 and 52 in range 4 and Rate of assessment 1908, \$5.00 per quarter section.

man, Mewassin, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

27-B-5—Organized 1904.—Townships 53 and 54 in ranges 3 and 4, west

fifth meridian. Secretary-treasurer, Frank Pegrum, Wabamun, Alberta. Rate of assessment 1908, \$5.00 per quarter section.

13-C-5—Organized 1905.—Parts north of river of township 26 in ranges 5 and 6; all township 27 in ranges 5 and 6, west fifth meridian. Secretary-treasurer, James Cooper, Cochrane, Alberta. Rate of assessment 1908, \$2.00 per quarter section.

17-C-5—Organized 1908.—Portions north and west of Red Deer River of townships 32 and 33 in ranges 5 and 6; townships 33 and 34 in range 7; township 34 in range 6; portion north and west of Red Deer River of township 34 in range 5, west fifth meridian. Secretary-treasurer, Fred Lobley, Mound, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

19-C-5—Organized 1908.—Townships 37 and 38 in ranges 5 and 6, west fifth meridian. Secretary-treasurer, W. H. Comstock, Stauffer, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

20-C-5—Organized 1907.—Townships 39 and 40 in ranges 5 and 6, west fifth meridian. Secretary-treasurer, A. Sim, Leslieville, Alberta. Rate of assessment 1908, \$6 00 per quarter section.

25-C-5—Organized, 1908.—Portion north of Saskatchewan River of township 50 in range 5 and portion north of Saskatchewan River of townships 49 and 50 in range 6; townships 51 in ranges 5 and 6, west fifth meridian. Secretary-treasurer, Martin McDonald, Tomahawk, Alberta. Rate of assessment 1908, \$8.00 per quarter section.

26-C-5—Organized 1907.—Townships 52 and 53 in ranges 5 and 6, west fifth meridian. Secretary-treasurer, Wm. Merryweather, Wabamun, Alberta. Rate of assessment 1908, \$8 00 per quarter section.

Villages.

In connection with the work being carried on by the councils of the different villages throughout the Province, I may say that it would appear to be on the whole very satisfactory. There appears however, to be a tendency to go rather heavily into debt as soon as organized, and while it may be necessary in many cases to borrow a small amount of money for urgent improvements yet it would appear to be advisable for the councils of the different villages to hold their expenses within the amount of the revenue derived from taxation until they are certain as to the future standing of the village. The following is a list of the villages established during the year:

Name of Village.	Date Established
Bruderheim	May 29, 1908
Crescent Heights	May 1, 1908
Strathmore	Mar. 20, 1908
Warner	Nov. 12, 1908

The villages in existence at the end of the year 1908 are as follows:

Name of Village.	Date Established.
Athabasca Landing	May 18, 1905
Alix	June 3, 1907
Blackfalds	June 17, 1904
Blairmore	Sept. 3, 1901
Powden	June 17, 1904
Bawlf	Oct. 12, 1906
Bruderheim	May 29, 1908
Carstairs	May 15, 1903
Cayley	Aug. 5, 1904
Cochrane	June 17, 1903

DEPARTMENT OF PUBLIC WORKS

Name of Village.	Date Established.
Coleman	Jan. 11, 1904
Cowley	Aug. 16, 1906
Crossfield	June 3, 1907
Crescent Heights	May 1, 1908
Evarts	June 9, 1906
Frank	Sept. 3, 1901
Gleichen	Jan. 24, 1899
Granum	July 12, 1904
Hardisty	Dec. 12, 1906
Irvine	Sept. 17, 1903
Islay	Mar. 3, 1907
Killam	Dec. 29, 1906
Lavoy	Aug. 22, 1906
Lille	Feb. 22, 1904
Lloydminster	July 6, 1906
Langdon	Aug. 31, 1907
Millet	June 17, 1903
Morinville	Aug. 24, 1901
Mountain View	May 5, 1902
Mannville	Dec. 29, 1906
Mundare	Mar. 6, 1907
Ohaton	Sept. 9, 1906
Penhold	May 4, 1904
Rosenroll	Nov. 21, 1904
Stafford	Oct. 22, 1900
Stavely	Oct. 16, 1903
Strathmore	Mar. 20, 1908
Stirling	Sept. 3, 1901
Spruce Grove	Mar. 14, 1907
Sedgewick	Mar. 6, 1907
Telford	Sept. 9, 1907
Warner	Nov. 12, 1908

During the year 1908 the following villages were proclaimed towns:

Name of Town	Date Established
Stony Plain	Dec. 5, 1908

Collection of Arrears of School Taxes.

During the year 1908 we collected the sum of \$24,362.61 for arrears of school taxes and fees due on lands situated in rural school districts. These arrears of taxes were forwarded by us to the district to which they belonged as soon as received. In connection with this work I may say that we are still handicapped to a certain extent through the failure of some of the districts to forward returns of arrears to the Department. The districts that fail to forward these returns do not, of course, profit in any way by any action taken by this Department towards collection of arrears of school taxes.

Forfeited Lands.

List showing lands in respect of which Returns of Arrears have been confirmed, and for which final order has been received:

LANDS	Date of Approval of Return by Judge	Date of Final Order of Forfeiture
N. W. Section 34-52-18-W4M.....	Jan. 14, 1905	Dec. 18, 1907
N. E. Section 18-9-21-W4M.....	Oct. 16, 1902	Dec. 18, 1907
N. E. Section 36-55-21-W4M.....	Jan. 14, 1905	Dec. 18, 1907
S. W. Section 34-19-22-W4M.....	Oct. 15, 1902	Dec. 18, 1907
N. W. Section 26-7-22-W4M.....	Oct. 16, 1902	Dec. 18, 1907
Por. N. of St. Mary's River of S. W. Sec- tion 25-7-22-W4M.....	Dec. 12, 1904	Dec. 18, 1907
W½ of W½ Section 10-8-22-W4M.....	Dec. 12, 1904	Dec. 18, 1907
All Section 25-1-23-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. E. Section 24-1-23-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. W. Section 24-1-23-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 24-1-23-W4M.....	Dec. 12, 1904	Dec. 18, 1907
W½ Section 14-10-25 W4M.....	Oct. 16, 1902	Dec. 18, 1907
N. W. Section 32-55-24-W4M.....	Jan. 14, 1905	Dec. 18, 1907
S. E. Section 4-56-24-W4M.....	Jan. 14, 1905	Dec. 18, 1907
E½ of the S. W. of Section 4-56-24-W4M....	Jan. 14, 1905	Dec. 18, 1907
N. E. Section 32-9-25-W4M.....	Dec. 12, 1904	Dec. 18, 1907
E½ of the S. E. of Section 32-9-25-W4M....	Dec. 12, 1904	Dec. 18, 1907
S½ of the N. W. of Section 16-9-25-4M.....	Dec. 12, 1904	Dec. 18, 1907
N. W. Section 6-10-25-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N½ of the N. E. of Section 6-10-25-W4M....	Dec. 12, 1904	Dec. 18, 1907
Por. W. of Old Man River of S. E. Section 4-10-25-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 26-9-26-W4M.....	Oct. 16, 1902	Dec. 18, 1907
S. E. Section 26-9-26-W4M.....	Oct. 16, 1902	Dec. 18, 1907
S. E. Section 20-8-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 6-8-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 8-9-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. W. Section 6-9-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 5-9-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 1-9-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. W. Section 24-1-26-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. E. Section 1-9-27-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. E. Section 1-9-27-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. W. Section 1-9-27-W4M.....	Dec. 12, 1904	Dec. 18, 1907
S. E. Section 2-3-27-W4M.....	Dec. 12, 1904	Dec. 18, 1907
Pt. S. of Pincher Creek of the E½ Section 2-7-29-W4M.....	Dec. 12, 1904	Dec. 18, 1907
N. E. Section 8-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
N. W. Section 8-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
S. E. Section 8-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
S. W. Section 8-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
N. W. Section 15-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
N. E. Section 16-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
N. W. Section 22-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
S. W. Section 22-19-29-W4M.....	Nov. 22, 1904	Dec. 18, 1907
S. E. Section 12-7-30-W4M.....	Dec. 12, 1904	Dec. 18, 1907
Lot 14, Blk. 3 in S. E. Section 22-24-1-W5M..	Oct. 15, 1902	Dec. 18, 1907
Lots 1 and 2, Blk. 3: lots 11 and 12, Blk. 4 in S. E. Sec. 22-24-1-W5M.....	Oct. 15, 1902	Dec. 18, 1907
Lots 4 and 5, Blk. 4 in S. E. Section 22-24-1-W5M.....	Oct. 15, 1902	Dec. 18, 1907
Lot 14 in Blk. 4 in S. E. Section 22-24-1-W5M.	Oct. 15, 1902	Dec. 18, 1907
Lot 6, Blk. 2 in S. E. Section 22-24-1-W5M..	Oct. 12, 1902	Dec. 18, 1907
Lots 7 and 9, Blk. 2 in S. E. Section 22-24-1-W5M.....	Oct. 15, 1902	Dec. 18, 1907
Lot 4, Blk. 29 in Section 10-24-1-W5M.....	Oct. 15, 1902	Dec. 18, 1907
Lot 7, Blk. 29 in Section 10-24-1-W5M.....	Oct. 15, 1902	Dec. 18, 1907
N. E. Section 12-33-1-W5M.....	Nov. 22, 1904	Dec. 18, 1907
S. E. Section 26-19-3-W5M.....	Oct. 29, 1901	Dec. 18, 1907

Collection of Educational Taxes.

By the amendment made to the Educational Tax Act in the year 1908 all homesteads were exempt from taxation until four years after date of entry. This amendment greatly reduced the area assessed under the Educational Tax Act in the year 1907. Amendment was also made in the year 1908 providing that leased lands should only be assessed at the rate of $\frac{1}{2}$ cent per acre instead of $1\frac{1}{4}$ cents per acre as in the year 1907. This also had the effect of reducing the assessment under this Act to a considerable extent the total assessment levied under this Act for the year 1908 being \$151,730.81. The total amount collected during the year 1908 was \$86,194.23.

In conclusion I may say that the work of this branch is still gradually changing in character. At one time the most important part of the work was the assessment and collection of taxes levied by the Department but now the administration of affairs in small local improvement districts requires a great deal of attention and it is necessary to spend a good deal of time dealing with problems which are arising in connection with administration of affairs in these districts, the greatest problem being, of course, the administration of affairs in such a way as to spend the funds of the district so as to get the best possible returns for the ratepayers.

JNO. PERRIE.

Tax Commissioner

The Steam Boilers Branch

Inside Staff.....One Clerk in Charge
 Outside Staff.....Four Inspectors

The following is a report of the work done in connection with the administration of the Steam Boilers Act for the year ending December 31st, 1908

Owing to the unsettled weather and bad state of roads in the early summer, the Inspectors were unable to get through the amount of work mapped out

It was deemed advisable to have one of the Inspectors inspect the boilers in the Peace River District and this work was put in charge of Mr. Fraser. The round trip occupied two months, and during that time nine boilers were tested and seven engineers granted certificates. One boiler could not be reached on account of the Prairie River being in flood, and the boilers at Fort McMurray and Fort McKay three in number, were not examined as work was then closed down. Mr. Fraser reports all plants in very good order.

During this Inspector's absence his duties were fulfilled by Mr. Wm. Fraser, who inspected 44 boilers in the Edmonton District.

On account of the number of candidates applying for engineer's certificates after the regular examinations were held, Mr. John T. Lunn, an employee of the Department, and a duly qualified engineer was appointed on December 1st, as additional Inspector for the purpose of dealing with such cases and removing any cause for complaint being paid for such services out of the Steam Boilers Fund, at the rate of \$5.00 per day while engaged in such work. Since his appointment, Mr. Lunn has examined nine candidates for final certificates and four for Provisional Certificates.

During the year 70 engineers examinations were held. At those examinations 500 candidates presented themselves, 78 of whom failed. Second Provisional Certificates were granted to 43 of those who failed to enable them to operate until the next annual examinations.

Under sub-section 3 of Section 29 of the Act there were 35 Provisional Certificates renewed to engineers who were unavoidably absent from examinations.

Under Section 28 there were 5 first, 5 second, and 18 third class certificates issued in lieu of other certificates. One first, 4 Second and 8 Third Class Certificates were issued as duplicates of certificates lost, stolen or destroyed.

No accidents from defective boilers were reported but two engineers were seriously injured by being caught in machinery.

There were five prosecutions for violation of the Act, and in each case a conviction was obtained.

Following are the names and addresses of the Inspectors:

Joseph Buxton	Calgary
David Fraser	Strathcona
F. W. Hobson.....	Red Deer
John T. Lunn.....	Edmonton

A schedule of certificates issued and fees collected, Inspector's annual reports, and list of final certificates issued to December 31st are appended.

	1908	1907
Number of certificates issued for boilers inspected	671	702
Number of advertised examinations for engineers held	70	44
Number of First Class Certificates issued.	12	7
Number of Second Class Certificates issued	43	47
Number of Third Class Certificates issued.	391	291
Number of Provisional Certificates issued	357	403
Number of Second Provisional Certificates issued	43	22
Number of renewals of Provisional Certificates	35	32
Number of permits issued	11	27

Fees Collected.

	1908	1907
For inspection of boilers	\$3 259 00	\$3,376 00
For final certificates under Section 28.	123 00	81 00
For examination of engineers for final certificate	1 569 00	1 014 00
For Provisional Certificates	2 203 00	1,175 00
For Second Provisional Certificates	201 00	66 00
For renewal of Provisional Certificates	85 00	32 00
For Permits issued	51 00	81 00
Total	\$7 475 00	\$5,825 00

Calgary January 2, 1909.

JOHN STOCKS, ESQ.,
Deputy Minister of Public Works
 Edmonton Alberta.

Sir;

I have the honor to submit my annual report for the year 1908 as Inspector of Steam Boilers, in accordance with Section 9 of the Steam Boilers Act.

The number of boilers inspected by me during the year and inspection certificates issued for same is 228, and the following is a statement of the different classes and condition of the same:

Locomotive firebox tubular	78
Locomotive firebox portable type	20
Horizontal tubular	77
Return tubular	11
Water tube	16
Horizontal furnace	7
Upright tubular	18
Lancashire	1
Total	228

Condition of Boilers Inspected.

Good	174
Very fair	36
Fair	18

The above does not include twenty more boilers, some of which were examined without applying the hydrostatic test and found in such condition as to require repairs, such as:

One requiring new firebox
 Ten requiring from 8 to 16 crown bolts renewed.

Six requiring firehole repairs by patching both the back head and the back sheet of firebox

Six requiring from 8 to 20 stay bolts renewed on side sheet, and the sheets straightened up

Four requiring patches on the outside shell

Four requiring heavier connection on the main steam line.

Most of the above repairs have been completed

During the year I have held 18 advertised examinations in my district for engineers final certificates and the number of applicants was as follows

First class	3
Second class	43
Third class	133
Total... ..	179

As a result of these examinations, certificates were recommended as follows

First class	2
Second class	25
Third class	105
... .. Total	133

This does not include applications for the oral examinations for Provisional Certificates and applicants who failed to pass the Final Examination were in most cases recommended for certificates of lower grade. The issue of renewals of Provisional Certificates was recommended in the case of engineers who were unavoidably absent from the examinations

Under Section 34 of the Act, two permits were issued.

There are no prosecutions in my district to report, and there have been no serious accidents reported to me through defects in boilers or their connections.

I am, sir

Your obedient servant,

JOSEPH BUXTON,

Inspector of Steam Boilers.

Strathcona, Alta, January 4th, 1909

JOHN STOCKS, ESQ.,

Deputy Minister of Public Works,

Edmonton, Alberta.

Sir;

I have the honor to submit my annual report for the year 1908, as Inspector of Steam Boilers, in accordance with Section 9 of the Steam Boilers Act.

On May 18th I received instruction from the Department to proceed to Lesser Slave Lake and Peace River Districts to inspect the boilers and examine the engineers who were in charge. In compliance with these instructions, I left Strathcona on May 2nd, and visited Lesser Slave Lake, Prairie River, Smoky River, Peace River Crossing, Fort Vermilion, Fort Chipewyan, and inspected all the boilers in these districts, with the exception of one belonging to Mr

Frank Mero, which I could not reach on account of high water in the river.

There were also three boilers in the Fort McKay and Fort McMurray oil districts, which I did not inspect, as all of these works were closed at that time.

I returned to Strathcona on July 25th, having made the round trip in a little over two months.

Wm. Fraser was appointed acting inspector for my district and carried on the work during my absence.

The number of boilers inspected and for which certificates were issued was 204, classed as follows:

Locomotive firebox tubular	99
Horizontal tubular	90
Return tubular	25
Upright tubular	16
Internal furnace tubular	3
Incinerator	1
Total	204

The conditions of these were:

Good	172
Very fair	11
Fair	21
Condemned	1

I made a partial inspection of 16 boilers for which no certificates were issued. Some of those were being installed and others were under repair. Various repairs were ordered on twenty boilers, such as stay bolts renewed, retubing, feed water arrangements changed, extra hand holes cut out etc.

New safety valves were ordered on fourteen and new steam gauges on two boilers.

Thirty-two advertised examinations were held during the year at which 135 candidates were examined for and obtained Final Certificates, as follows:

First Class	2
Second Class	13
Third Class	96
Failed in classes written for and were granted lower grades	24

There was one prosecution for violation of Section 27 of the Act.

No accidents have been reported to me caused through any defect in boilers or engines.

I have the honor to be, sir,

Your obedient servant,

DAVID FRASER,

Inspector of Steam Boilers.

Edmonton, January 10th, 1909.

JOHN STOCKS, ESQ.,
Deputy Minister of Public Works,
 Edmonton, Alberta.

Sir;

Under the provisions of Section 9 of the Steam Boilers Act I have the honor to submit to you my report of work done during the year 1908, as Inspector of Steam Boilers:

Total number of boilers inspected.....	240
Total number of boilers visited	256
Total number of inspection certificates issued.....	239
Inspection certificates issued as per Section 11, Clause 2	8
Boilers still under repairs	7

Condition of Boilers When Inspected.

Good	200
Very fair	32
Fair	14
Reduced to 20 pounds	2

Types of Boilers Inspected.

Horizontal tubular	60
Vertical tubular	11
Locomotive firebox traction	126
Locomotive firebox portable	25
Return tubular	20
Internal furnace tubular	5
Water tube	1

Twenty advertised engineer's examinations have been held throughout the district during the year:

Total number of candidates examined ...	186
Provisional certificates recommended	77
Final Certificates recommended	83

There were four prosecutions for violation of the Act.

Two accidents to engineers were reported. No accidents caused by defective boilers or engines were reported.

I have the honor to be, sir,

Your obedient servant,

F. W. HOBSON.

Inspector of Steam Boilers

Schedule of Holders of Final Certificates of Qualification
under the Steam Boilers Act.

Name.	Address	No. of Cert.	Date of Issue.
First Class			
Aricibald, Harry P.	Lethbridge	24	Aug 15, 1900
Altham, Geo. H.	Lethbridge	23	Apr 8, 1908
Aitken, Robt. C.	Edmonton	15	June 29, 1907
Brisette, Marcisse	Morinville	15	Mar. 28, 1899
Buxton, Jos.	Calgary	35	Aug 29, 1901
Birkett, Holland G.	Cardston	9	Sept 5, 1906
Briggs, Thos. L.	Calgary	10	Sept 27, 1903
Birrell, Andrew D.	Nanton	26	Aug. 28, 1907
Banks, Henry H.	Macleod	31	Dec 14, 1908
Cross, Wm.	Calgary	2	Mar 28, 1899
Cooper, Watt.	Canmore	6	Aug 11, 1906
Caldwell, Robt.	Edmonton	41	Oct. 16, 1903
Cross, Isaace	Ponoka	47	Oct. 15, 1904
Cope, Cuthbert E.	Edmonton	24	Apr 22, 1908
Chrisele, Alex'r G.	Exshaw	19	Jan. 20, 1908
Collard, Albert N.	Calgary	21	Mar. 26, 1908
Evans, Dan.	Edmonton	12	Mar. 23, 1909
Fraser, David.	Strathcona	20	Oct 9, 1899
Finch, Theo. S.	Paymond	5	Aug 10, 1906
Gale, Ernest H.	Calgary (duplicate)	29	Dec. 11, 1908
Hubbard Sydney T.	Edmonton	46	Apr 18, 1904
Holst Wm E.	Edmonton	36	Dec 18, 1901
Hobson, Francis W.	Strathcona	50	Apr 1, 1905
Hill, John	Edmonton	25	June 29, 1908
Isaac, Wm.	Calgary	14	June 20, 1907
Jackson, John A.	Strathcona	25	Oct. 23, 1909
Jones, Herbert W.	Bellevue	30	Dec. 11, 1908
Kelly, John	Edmonton . . (no record)		Dec 3, 1905
Kearsley, Geo.	Edmonton	8	Sept 5, 1905
Lunn, John T.	Edmonton	53	May 26, 1905
Moore, Geo.	Frank	55	July 21, 1905
Marshall, Jas Wm.	Calgary	20	Jan 20, 1908
McCall, Jas F.	Calgary	7	Aug 11, 1906
McFee, Norman	Red Willow	48	Nov 22, 1904
McClymont, Jas. D.	Edmonton	27	Sept. 18, 1908
Niven, Robt.	Lethbridge	23	July 28, 1900
Pitchie Wm. Jas.	Canmore	4	May 15, 1906
Rice, John H.	Calgary	1	Apr. 30, 1906
Reid, Arthur	Lethbridge	11	Jan. 9, 1907
Scott, John	Lethbridge	14	Apr. 28, 1899
Stapley, Tobias B.	Edmonton	45	Apr 18, 1904
Shearer, Arthur	Hillcrest	16	Aug. 28, 1907
Scott, Jas.	Lille	22	Apr 7, 1908
Turgeon, Cleophas	Edmonton	5	Mar 28, 1899
Taylor, Geo. R.	Strathcona	11	Mar. 28, 1899

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
First Class Continued.			
Turner, Ornelo H	Calgary	34	July 1, 1901
Tanner, Harry P.	Faber	18	Dec. 26, 1907
Watson, Wm. D.	Rankhead	3	May 15, 1906
Watson, John T	Calgary	13	June 7, 1907
White, Elinoe	Calgary	12	Apr 6, 1907
Second Class			
Anderson, C. J. B.	Calgary	109	Feb. 7, 1901
Angus, Robt	Angus Ridge	160	Oct 2, 1901
Alderson, Robt.	Coleman	123	Arr. 20, 1908
Adair, Fred D.	Edmonton	30	May 10, 1908
Allworth, E. Mortimer.	Okotoks	81	June 19, 1907
Bawtinheimer, Geo. H	Red Deer	7	Sept 14, 1899
Biery, Chas.	Strathcona	32	Mar 9, 1900
Blatchford, K. A.	Edmonton	88	Oct. 23, 1900
Blain, J. W	Strathcona	106	Dec. 31, 1900
Bannerman, Jas. A.	Red Deer	162	Dec. 18, 1901
Brownlow, Hy. A.	Lacombe	163	Dec 23, 1902
Brewster, W. A.	Edmonton	195	May 13, 1903
Bowden, H. S.	Strathcona	198	Mar. 13, 1903
Ballantyne, Robt	Calgary	229	Mar. 14, 1904
Barnhouse, Wm	Edmonton	244	May 26, 1904
Burkholder, Hy J.	Strathcona	267	Oct 15, 1904
Beamish, Crandell	Didsbury	118	Apr. 22, 1908
Bentley, Emerson D.	Medicine Hat	17	Apr. 11, 1906
Burger, M. E	Strathcona	2	Sept 18, 1905
Baird, Jas. B.	Red Deer	116	Apr. 14, 1908
Brodie, Hugh W.	Wetaskiwin	21	Apr 20, 1906
Blair, Wm.	Lille (duplicate)	36	June 25, 1906
Berry, Stephen	Taber	127	Apr. 22, 1908
Barnes, Fred Wm	Lethbridge	146	Oct. 6, 1908
Brown, David	Calgary	75	May 4, 1907
Bruce, Geo.	Lethbridge	114	Apr. 8, 1908
Cone, Edmond G. M.	Lethbridge	1	June 30, 1899
Clark, W. Harold	Edmonton	15	Oct. 9, 1899
Conn, David	Lethbridge	37	Mar. 23, 1900
Chalmers, Walter N.	Edmonton	51	May 28, 1900
Cullen, Jas E	Calgary	115	Feb. 20, 1901
Converse, Stephen J.	Ponoka	192	Mar. 6, 1903
Clifford, Robt A.	Strathcona	197	May 13, 1903
Chapman, A. V.	Red Deer	239	Apr. 18, 1904
Carruthers, J. A.	Calgary	35	May 14, 1906
Gallery, Fred K.	Calgary (duplicate)	150	Nov. 10, 1908
Coggan, Frank D.	Calgary	72	June 3, 1907
Cousins, Arthur	Calgary	24	Apr. 30, 1906
Crawford, Samuel L.	Strathcona	52	Oct 25, 1906
Card, Caleb A.	Red Deer	53	Nov. 2, 1906
Currie, Jas J.	Calgary	110	Mar. 23, 1908
Cadwell, Theophilus	Calgary	105	Jan. 20, 1908
Cranston, Adam	Calgary	55	Jan. 22, 1907
Clinton, Otto M.	Edmonton	79	June 14, 1907
Collins, Fred M.	Frank	88	July 16, 1907
Campbell, Mal. L.	Earlsville	96	Oct. 28, 1907
Cowall, Cedric A.	Red Deer	100	Dec. 5, 1907
Calder, Hector J.	Calgary	112	Mar. 23, 1908
Carr, Alva B.	Edmonton	122	Apr. 22, 1908

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Second Class—Continued.			
Cutting, Chas.	Vermilion	130	May 7, 1908
Donaldson, Maxwell	Lethbridge	40	Mar. 23, 1900
Doughty, Jas.	Calgary	143	July 25, 1901
Dresser, Bertram, W.	Wetaskiwin	261	Oct. 15, 1904
Drader, John A.	Pincher Creek	290	Dec. 30, 1904
Dean, David	Calgary	298	Mar. 16, 1905
Dress, Max L.	Edmonton(duplicate)	269	Nov 30, 1905
Danner, Clifford	Lacombe	22	Apr. 25, 1906
Duncan, Andrew, Sr.	Edmonton	129	Mar. 7, 1908
Dick, Wm.	High River	57	Jan. 14, 1907
Duncan, Andrew, Jr.	Edmonton	139	Sept. 18, 1908
Dunbar, Hy. C.	Edmonton	123	Apr. 22, 1908
Evans, Hy. W.	Anthracite	28	Feb. 13, 1900
Emery, Ray C.	Strathcona	264	Oct. 15, 1904
Evans, Wm.	Frank	7	Sept 18, 1905
Eby, Josiah S.	Didsbury	95	Oct. 24, 1907
Ewing, David	Strathcona	59	Mar 13, 1907
Frieman, Manfred	Lethbridge ..	171	Aug 18, 1902
Finch, Robt H.	Calgary	184	Oct. 10, 1902
Fraser, Wm.	Strathcona ..	265	Oct. 18, 1904
Frame, Jas F.	Lethbridge ..	219	Oct 6, 1903
Fraser, Chas.	Okotoks	300	Mar. 16, 1905
Fidler, J J.	Calgary(duplicate)	135	Aug 6, 1908
Fleetwood, Howard, A.	Edmonton	262	Oct. 14, 1905
Faulkner, Jos. W.	Lundbreck	42	Apr 11, 1906
Flan, Jas. R.	Calgary	85	July 16, 1907
Foote, Wm.	Pincher Creek	87	July 16, 1907
Foster, John T.	Calgary	97	Nov 14, 1907
Grieve, David	Calgary	111	Feb. 7, 1901
Griffiths, W H.	Anthracite	31	Mar. 14, 1906
Garneau, Alex.	Strathcona	246	Oct 15, 1904
Grieve, Wm.	Calgary	276	Oct 28, 1904
Gibbs, Morley C.	Calgary ..	297	Mar 16, 1905
Ginter, Wm. C.	Edmonton ..	18	Apr. 11, 1906
Garner, Anthony	Bankhead	33	May 14, 1906
Godson, Wm.	Bankhead	83	June 26, 1907
Good, Wm.	Calgary	134	Aug 6, 1908
Hennegar, Ed. J.	Edmonton	19	Oct 2, 1899
Haines, Alfred H.	Edmonton	33	Mar 7 1900
Hillis, Henry	Medicine Hat	42	Mar. 23, 1900
Hicklik, John W.	Calgary	79	Sept. 29, 1900
Hiscock, Thos. S.	Lethbridge	85	Sept 29, 1900
Howell, Ed.	Battleford	137	May 30, 1901
Hillis, Thos.	Lethbridge	172	Aug. 18, 1902
Henneg, Michael	Calgary	183	Oct. 10, 1902
Heatley, Wm.	Beaumont	274	Oct 2, 1904
Henry, Chas.	Strathcona	234	Apr. 18, 1904
Hutchings, H. E.	Edmonton	306	Mar. 31, 1906
Hackey, Thos H.	Evarts	117	Apr. 14, 1908
Harper, Wm. H.	Lloydminster	10	Nov. 16, 1905
Heacock, Jas. H.	Calgary	71	June 3, 1907
Hay, Geo. P.	Pincher Creek	44	Aug. 11, 1906
Howe, Wm E.	Sunny Slope	49	Sept 8, 1906
Hendry, Wm. A.	Edmonton	64	May 15, 1906
Harris, Samuel D.	Red Deer	62	May, 7, 1907
Harris, D V. H.	Red Deer	63	May 7, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Second Class—Continued.			
Hockin, John	Edmonton	91	Oct. 15, 1907
Hill, John	Strathcona	131	May 18, 1908
Irwin, Lester J.	Strathcona	270	Oct. 15, 1904
Irving, Albert E.	Calgary	56	Jan. 22, 1907
Judd, David H.	Calgary	161	Oct. 5, 1901
Jarratt, Edward	Strathcona	263	Oct. 15, 1903
Jackson, James O.	Inga	60	Apr. 8, 1907
Kerr, Wm	Lethbridge	35	Mar. 25, 1900
Kidd, Fred	Calgary	62	June 14, 1900
Kowalczyk, Antoine	St. Paul de Metis	114	Feb. 16, 1900
	Wetaskiwin	236	Apr. 18, 1904
Lang, James	Red Deer	65	May 20, 1907
Lacey, Wm R			
Lamb, Herb. D.	Okotoks	301	Mar. 17, 1905
LeBreton, Gustav A.	Calgary	182	Oct. 10, 1902
Lang, John	Frank	41	Aug. 11, 1906
LaVoi, Frank P.	Edmonton	308	Apr. 14, 1905
Lavelle, Patrick	Okotoks	45	Aug. 11, 1906
Kadleck, J. J.	Calgary	111	Mar. 23, 1908
Killam, Robt C	Exshaw	149	Oct. 30, 1908
Moran, Austin	Lethbridge	36	Mar. 23, 1900
Marshall, Fred'k J	Kamloops	203	Aug. 14, 1903
Morrison, John C	Gleichen	214	Sept. 24, 1903
Mortimer, Samuel M	Strathcona	241	May 26, 1904
Murray, Ribinson	Calgary	204	Jan. 20, 1903
Merres, Horace	Red Deer	93	Oct. 22, 1907
Mjoless, John A	Medicine Hat	16	Apr. 11, 1906
Mouland, Jack	Bankhead	99	Dec. 5, 1907
Morrison, Kenneth	Coleman	20	Apr. 19, 1906
Mair, Robt. B.	Strathcona	37	Aug. 18, 1906
Morgan, Thos M	High River	38	Aug. 7, 1907
Moore, Wm. A	Red Deer	37	Aug. 13, 1908
Mueller, Carl F.	Lethbridge	147	Oct. 6, 1908
McKay, Daniel	Lethbridge	4	June 30, 1899
McGee, Thos	White Fish Lake . (Dup)	113	Mar. 28, 1908
McConnell, Wm J.	Lethbridge		Oct. 8, 1903
McIntyre, John	Calgary(duplicate)	48	Aug. 16, 1906
McKim, Nelson	Edmonton	14	Mar. 26, 1906
McClaffin, W. G.	Ponoka	237	Apr. 18, 1904
McCardia, Samuel	Edmonton	78	June 14, 1907
McLain, Fred A	Edmonton	305	Mar. 31, 1905
McNeilly, S.	Okotoks	107	Mar. 23, 1903
McDonald, Simon	Frank	15	Mar. 28, 1906
McDonald, E. R	Edmonton	120	Apr. 22, 1908
McDonald, Alex.	Edmonton	119	Apr. 22, 1908
McDonald, John D.	Hillcrest	61	Apr. 18, 1907
McNeil, Nelis	Calgary	68	Mar. 23, 1907
McKinnon, Alex. J.	Lille	82	June 20, 1907
McIntyre, Jos	Taber	84	July 8, 1907
McGregor, John	Hillcrest	90	Sept. 26, 1907
McNichol, John	Exshaw	103	Jan. 3, 1908
McFadyen, John C.	Edmonton	124	Apr. 22, 1908
McIndoe, Wm.	Calgary	136	Aug. 6, 1908
Nimmons, Robt.	Lethbridge	38	Mar. 23, 1900
Nicholson, Robt. John	Edmonton	67	Mar. 20, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Second Class—Continued.			
Oxley, John	Taber	6	Sept 18, 1905
Parcels, Timothy P.....	Red Deer	6	Sept. 4, 1899
Payzant, Ernest M.....	Edmonton	12	Oct. 9, 1899
Prat, Geo	Edmonton	16	Oct. 9, 1899
Pearce, Abram	Edmonton	52	May 29, 1900
Pugh, John	Calgary	28	Apr. 30, 1906
Powers, Thos E.....	Strathcona	246	May 26, 1904
Potter, Martin	Eaverts	51	Oct. 5, 1906
Punnett, Lewis L.....	Chesterwold	50	Oct. 4, 1906
Pallot, Herbert J.....	Edmonton	144	Sept 24, 1908
Payzant, H. C.....	Edmonton	121	Apr 22, 1908
Price, John	Edmonton	54	Dec. 19, 1906
Patterson, John M	Okotoks	108	Mar 23, 1908
Prince, John E.....	Calgary	76	June 4, 1907
Fervis, John	Calgary	106	Feb 15, 1908
Poole, Fred P.....	Strathcona	132	July 9, 1908
Pollock, Daniel R.....	Calgary	151	Dec. 2, 1908
Reed, R. W... ..	Lethbridge	5	June 30, 1899
Richards, Henry John	Canmore	30	Feb. 13, 1900
Rankin, Thos. H	Banff	77	Sept 29, 1900
Roberts, Wm. B.	Fort Saskatchewan	235	May 18, 1904
Ramsay, Jas. H... ..	Everts	66	May 20, 1907
Ritchiel, Wm A.....	Calgary	141	Sept. 22, 1908
Rich, John H.....	Calgary	69	June 3, 1907
Reiton, Ole	Lethbridge	115	Apr. 8, 1908
Riddell, Arthur	Calgary	140	Sept. 22, 1908
Schatz, Wm. H.....	Strathcona	17	Oct 9, 1899
Shaw, M. W. S.....	Midnapore	27	Dec 1, 1899
Stafford, Geo	Lethbridge	39	Mar. 23, 1900
Steven, Hutton	Calgary	43	Apr. 17, 1900
Stagg, Geo.	Calgary	112	Feb. 7, 1901
Steven, Alfred E.....	Calgary	113	Feb. 7, 1901
Shelley, H. Jas.....	Calgary	116	Mar. 12, 1901
Sloan, Wm.	Lethbridge	169	July 30, 1902
Siemens, Peter	Anthracite	34	May 14, 1906
Stewart, John A.....	Red Deer	12	Jan. 2, 1906
Strom, Theodore	Calgary	77	June 4, 1907
Shannon, James	Calgary	223	Nov 6, 1902
Shackleton, Thos A.....	Kamloops	224	Nov 14, 1903
Starkey, Geo L.....	Ponoka(duplicate)	9	Oct. 15, 1905
Stokes, Robt. D.....	Strathcona	19	Apr. 11, 1906
Stacey, Fred H.....	Edmonton	1	Sept 18, 1905
Shore, John P.....	Edmonton	3	Sept. 18, 1905
Slingsby, Sidney	Calgary	74	June 3, 1907
Stanley, Chas.	Bankhead	32	May 14, 1906
Sefton, Fred	Lethbridge	39	Aug 10, 1906
Stanley, Benj. F.....	Calgary	47	Aug. 14, 1906
Stafford, Thos. M.....	Coleman	86	July 16, 1907
Syer, Thos. M.	Red Deer	94	Oct. 22, 1907
Srockdale, Thos. D.....	Lethbridge	133	July 31, 1908
Toreson, Thos.	Wetaskiwin	31	Mar 7, 1900
Thompkins, Peter	White Fish Lake	98	Mar. 27, 1900
Tasker, Henry A.....	Nanton(duplicate)	148	Oct. 15, 1908
Tardrew, H. Phillip	Edmonton	29	May 10, 1906
Turner, Duncan	Edmonton	98	Nov. 26, 1907
Thorley, James	Taber	101	Dec. 26, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Second Class—Continued			
Turner, Stephen F.....	Taber	102	Dec. 26, 1907
Taylor, Percy E.	Taber	145	Oct. 6, 1908
Von Wendel, Carl	Calgary	222	Nov. 6, 1903
Van Haast, Julius H.....	Strathcona	278	Nov. 5, 1904
Voss, Edwin E.....	Fort Saskatchewan	128	Mar. 7, 1908
Verdon, Jos. B.	Calgary	58	Jan. 22, 1907
Walker, J. B.	Lethbridge	3	June 30, 1899
Watson, Ernest P.....	Strathcona	18	Oct. 9, 1899
White, James	Canmore	73	Sept. 5, 1900
Websdale, Francis	Edmonton	139	June 21, 1901
Waldock, John G.....	Medicine Hat	170	Aug. 18, 1902
Waddell, O. S.	Edmonton	245	May 26, 1904
Wright, Geo. W.....	Calgary	73	June 3, 1907
Wilcox, James E.....	Coleman	125	Apr. 22, 1908
Walburton, John	Spring Point	8	Sept. 18, 1905
Williams, John	Edmonton	23	Apr. 30, 1906
Wilson, R. J.....	High River	80	June 19, 1907
Webb, Jas. F.....	Exshaw	143	Sept. 22, 1908
Walker, Thos	Coleman	46	Aug. 14, 1906
Wilkinson, Robt.	Calgary	142	Sept. 22, 1908
Young, Geo.	Lille	43	Aug. 11, 1906
Zurlinder, John	Calgary	138	Sept. 14, 1908
Third Class			
Albertson, Andrew O.....	Strathcona	135	June 25, 1901
Alkman, Geo.	Calgary	274	Sept. 11, 1902
Allan, Albert	Edmonton	360	May 3, 1903
Allan, Arthur	Edmonton	526	Apr. 18, 1904
Ashcroft, Joseph	Lethbridge	673	Nov. 24, 1904
Akey, Chas. S.	Iowalta	759	Mar. 24, 1905
Archibald, Chester H.....	Wetaskiwin	786	Mar. 27, 1905
Ambler, David	Wetaskiwin	790	Mar. 27, 1905
Anderson, Andrew Wm....	Wetaskiwin	794	Mar. 27, 1905
Adair, James E.....	Edmonton (duplicate)	263	Apr. 18, 1907
Agar, Chas	Edmonton	143	May 29, 1906
Adshead, Herb. B.....	Olds	149	May 31, 1906
Anderson, John J.....	Stavelly	192	Aug. 13, 1906
Alixander, J. A.....	Livingstone	203	Aug. 13, 1906
Abraham, W. R.....	Lacombe	242	Sept. 28, 1906
Adams, David C.....	Edmonton	207	Sept. 8, 1906
Auld, John	Edmonton	266	Apr. 30, 1907
Anderson, G. A.	Bowden	318	May 29, 1907
Anderson, Jas. J.....	Crossfield	324	May 29, 1907
Anstett, Frank A.....	Langdon	337	June 4, 1907
Andrews, W. H.....	Stewartwyn	364	June 7, 1907
Adams, Chas. W.....	Lacombe	367	June 7, 1907
Antrobus, Wm.	Edmonton	386	June 14, 1907
Anderson, Henry	Rosenroll	393	June 14, 1907
Anderson, Wm.	Killam	399	June 14, 1907
Anderson, Ed. A.	Heatherbrae	402	June 14, 1907
Ambler, Geo. D.....	Wetaskiwin	411	June 14, 1907
Allan, Harrold	Calgary	563	Jan. 30, 1908
Amdhal, Theo. J.	Seven Persons	662	Apr. 27, 1908
Archibald, Syl. C.....	Ferry Bank	691	May 5, 1908
Alvebery, Fred S.....	Wetaskiwin	699	May 7, 1908
Atterbury, Chas. J.	Edmonton	773	Sept. 18, 1908

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued			
Asper, A.	Merna	782	Sept 18, 1908
Ashcroft, John	Lethbridge	844	Oct. 6, 1908
Blatchford, Peter	Edmonton	37	Nov 28, 1899
Bawtinheimer, H. E.	Red Deer	185	Dec. 18, 1901
Billo, Jos.	Edmonton	193	Dec. 18, 1901
Bernier, Alexis	Lamoureux	205	Dec 18, 1901
Berlinguette, Alfred	Whitford	255	Aug. 18, 1902
Burwell, Arthur P.	Edmonton	354	Apr. 24, 1903
Berg, John	Fort Saskatchewan	356	May 13, 1903
Rolduc, Jos.	Beaumont	362	May 13, 1903
Bowers, Richard J.	Strathcona	364	May 13, 1903
Briggs, M. R.	Red Deer	371	May 13, 1903
Pricker, Menno C.	Okotoks	471	Nov 6, 1903
Brown, Robert S.	Lamoureux	480	Jan. 15, 1904
Burbank, Lyle A.	Calgary	483	Feb 10, 1904
Bilow, Adolph	Canmore	486	Mar 14, 1904
Pailey, R. R.	Edmonton	527	Apr 18, 1904
Brenton, J. R.	Edmonton	544	Apr. 18, 1904
Bolduc, Peter	Beaumont	638	Oct. 15, 1904
Revington Geo E.	Strathcona	642	Oct 15, 1904
Browne, Thos J.	Medicine Hat..(duplicate)	83	Apr. 9, 1906
Brown, John, Jr.	Innisfail	757	Mar 24, 1905
Bruce, Chas R.	Lacombe	761	Mar. 24, 1905
Blewett, Wm G.	Mewassin	818	Apr. 14, 1905
Paulin, Theophile	Legal	214	Aug 14, 1906
Brunelle, John	Bowmont	821	Apr 14, 1905
Brodie, Wm. A.	Ponoka	848	May 30, 1905
Flanchette, Peter	Ft Saskatchewan.. (Dup)	257	Dec 31, 1906
Bradbeer, Edwd.	Lethbridge	14	Sept. 16, 1905
Bilson, Wm. Jas.	Lethbridge	16	Sept. 16, 1905
Baker, Chas. L.	East Clover Bar	27	Sept 16, 1905
Bittner, Anton	Ponoka	57	Nov. 22, 1905
Bell, Harry	Duagh	71	Mar 16, 1906
Baker, Thos.	Calgary	72	Mar 19, 1906
Bryson, W J.	Medicine Hat	86	Apr. 11, 1906
Boote, Edwd.	Pine Lake	107	Apr. 24, 1906
Bodman, John A.	Calgary	115	Apr 30, 1906
Bartlett, Percy R.	Edmonton	142	May 29, 1906
Burns, David	Grassy Lake	170	Aug 11, 1906
Baden, Wm. F.	High River	196	Aug 13, 1906
Benz, August J.	Mundare	216	Sept. 13, 1906
Btes, Minor	Strathcona	225	Sept 20, 1906
Brown, A J.	Wavy Lake	232	Sept. 21, 1906
Bucher, L. W.	Wetaskiwin	273	May 15, 1907
Berg, John P.	Wetaskiwin	280	May 15, 1907
Barr, Ralph	Edmonton	286	May 15, 1907
Beggs, John	Innisfail	295	May 20, 1907
Buckton, Henry J.	Olds	302	May 23, 1907
Bugton, Ole G.	Harmattan	304	May 23, 1907
Bergen, Jacob	Didsbury	319	May 29, 1907
Bush, Frank C.	Didsbury	323	May 29, 1907
Barker, Wm. L.	Calgary	343	June 4, 1907
Brotherston, Robt A.	Calgary	345	June 4, 1907
Barns, Wm. J.	Calgary	346	June 4, 1907
Brown, Wilfred B.	Calgary	359	June 4, 1907
Bash, Henry	Blackfalds	366	June 7, 1907
Brereton, Thos. A.	Valley City	376	June 7, 1907
Brown, Wm. H.	Edmonton	385	June 14, 1907
Berry, Robt. G.	Fort Saskatchewan	392	June 14, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued			
Bradbury, Arthur T	Edberg	398	June 14, 1907
Batke, Albert L.	Ferry Point	417	June 14, 1907
Bucker, Walter L.	Mossleigh	424	June 19, 1907
Brower, Archd B.	Pincher Creek	461	July 15, 1907
Black, Robt	Strathcona	479	July 24, 1907
Boomer, Marshall	Blackfalds	481	July 27, 1907
Bowman, Albert	Strathcona	485	Aug. 28, 1907
Brickman, Jos. T.	Pembina	495	Oct. 15, 1907
Brill, Geo	Red Deer	513	Oct. 22, 1907
Bell, Wm. G.	Red Deer	515	Oct. 22, 1907
Bergen, Henry	Didsbury	527	Oct. 24, 1907
Burchall, Frank N.	Bluffcentre	543	Oct. 28, 1907
Bawslaugh, John J.	Calgary	559	Jan. 20, 1908
Burwell, Wm.	Gladys	569	Mar. 23, 1908
Blair, Geo. H.	Claresholm	570	Mar. 23, 1908
Base, John L.	Reid Hill	572	Mar. 23, 1908
Bell, Wm F	High River	573	Mar. 23, 1908
Blackorby, W G	Claresholm	575	Mar. 23, 1908
Bowerman, Cliff	Cowley	599	Apr. 8, 1908
Banfield J Frank	Lethbridge	626	Apr. 9, 1908
Brvant Percy B.	Lethbridge	627	Apr. 9, 1908
Baron, Harry	Diamond City	628	Apr. 9, 1908
Brown, John	Evarts	635	Apr. 14, 1908
Beckett, Waitland J	Red Deer	636	Apr. 14, 1908
Brubaker, Albert J.	Medicine Hat (duplicate)	747	Aug. 21, 1908
Burke, Benj S.	Lacombe	693	May 6, 1908
Pradden Wm T.	Strathcona	702	May 7, 1908
Bader Benj H.	Lethbridge	704	May 14, 1908
Bateman Ewart W.	Lethbridge	744	Aug. 6, 1908
Raxter, John	Red Deer	751	Sept. 3, 1908
Blacklock, Robt. O.	Westward Ho	754	Sept. 8, 1908
Butts, John H.	Olds	755	Sept. 8, 1908
Brooke, Fred'k C.	Olds	759	Sept. 11, 1908
Ball, Arthur	Mayville	767	Sept. 14, 1908
Burns, Wm.	Higgins	768	Sept. 14, 1908
Bowick, Chas C	Tofield	810	Sept. 28, 1908
Bowick, John D	Tofield	811	Sept. 28, 1908
Brown, John	Kitscoty	812	Sept. 28, 1908
Brainard, Jerome W.	Nanton	824	Oct. 2, 1908
Bowler, Thos H	Macleod	845	Oct. 6, 1908
Benjamin, Albert	Morinville	862	Oct. 20, 1908
Bucknam, Arth'f V.	Bucknam	869	Nov. 23, 1908
Brenton, Chas J.	Edmonton	871	Dec. 23, 1908
Currie, L.	Strathcona	23	Oct. 9, 1899
Cameron, John	Edmonton	25	Oct. 9, 1899
Carscadden, F W.	Strathcona	45	Mar. 7, 1900
Clink, Geo I	Lacombe	115	Dec. 31, 1900
Campbell, Michel	Canmore (duplicate)	141	May, 1906
Cruikshank, Chas.	Red Deer	186	Dec. 18, 1901
Clauson, John	Red Deer	231	Apr. 23, 1902
Currie, Wm.	Medicine Hat	256	Aug. 18, 1902
Currie, Arch'd	Medicine Hat	406	Aug. 23, 1903
Calhoun, Culver	Calgary	488	Mar. 14, 1904
Curtis, W W.	Carstairs (duplicate)	551	Dec. 20, 1904
Coulter, Frank	Edmonton	528	Apr. 18, 1904
Cunningham, J. E.	Ellerslie	529	Apr. 18, 1904
Clark, W. A.	Edmonton	530	Apr. 18, 1904
Charlette, Clifford	Beaumont	634	Oct. 15, 1904
Cote, Jos.	Beaumont	637	Oct. 15, 1904

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued.			
Chrichton, David O	Lethbridge (duplicate)	59	Dec. 2, 1905
Carpenter, David	Pincher Creek	679	Dec. 9, 1904
Cummins, Walter J. C.	Calgary	743	Mar 16, 1905
Colter, Chas.	Medicine Hat	860	June 14, 1905
Converse, E.	Ponoka	65	Nov. 16, 1905
Campou, Denis	St Albert	82	Mar. 26, 1906
Clausen, Daniel	Evarts	106	Apr. 24, 1906
Cartwright, Geo.	Calgary	116	Apr. 30, 1906
Cooper, Wm. S	Calgary	126	Apr 30, 1906
Craig, James T.	Edmonton	144	May 29, 1906
Colwell, Frank L.	Didsbury	152	May 31, 1906
Craig, Mert E	Markerville	158	May 31, 1906
Clark, Jas S	Taber	172	Aug. 11, 1906
Carpenter, Wilfred	Frank	174	Aug 11, 1906
Clark, O. S.	Meadow Creek	193	Aug 13, 1906
Cascaden, Arthur	Nanton	194	Aug. 13, 1906
Carboneau, Len.	Fort Saskatchewan	213	Sept 13, 1906
Camfield, Ernest L.	Stettler	229	Sept 20, 1906
Chabot, Jos.	Edmonton	235	Sept 20, 1906
Coghill, Albert	Red Deer	239	Sept. 27, 1906
Cummings, Wm. J.	Bentley	244	Sept. 27, 1906
Curtis, Homer G.	Edmonton	265	Apr 29, 1907
Commeyne, Florent	Edmonton	268	Apr. 29, 1907
Campbell, Jas H.	Edmonton	282	May 15, 1907
Code, Jas A.	Red Deer	296	May 20, 1907
Campbell, Johnson	Innisfail	317	May 29, 1907
Collard, Chas. D.	Mundare	332	May 3, 1907
Cosgrove, Jas McA.	Calgary	341	June 4, 1907
Carter, John R.	Morningside	368	June 7, 1907
Cox, John	Stettler	369	June 7, 1907
Cunningham, Orvill D.	Vegreville	395	June 14, 1907
Cunningham, Wilber R	Bawlf	403	June 14, 1907
Campbell, Benj. F.	Edmonton	405	June 14, 1907
Clark, Herbert	Strathcona	418	June 14, 1907
Coates, Robt A.	Cochrane	441	June 29, 1907
Caplin, Fred C	Huntsville	467	July 15, 1907
Charter, Ed J.	Claresholm	469	July 15, 1907
Clemens, Pater F.	Stettler	531	Oct. 28, 1907
Crego, W. E.	Lacombe	537	Oct 28, 1907
Cook, Wm. D.	Lamberton	565	Feb. 27, 1908
Culp, Geo. W.	Spring Coulee	630	Apr 9, 1908
Cook, Walter B.	Medicine Hat	659	Apr. 27, 1908
Cutting, Francis R.	Vermilion	676	Apr 27, 1908
Chambers, John	Lloydminster	710	May 18, 1908
Castian, Desire	Cardiff	774	Sept. 18, 1908
Collard, Richard R.	Edmonton	775	Sept 18, 1908
Coburn, Alex. F.	Duagh	787	Sept 31, 1908
Cotterall, John	Calgary	798	Sept. 22, 1908
Clark, Tom	Cochrane	799	Sept. 22, 1908
Carrow, Jos. B.	Calgary	800	Sept 22, 1908
Cunningham, Wm. J.	Calgary	801	Sept. 22, 1908
Cull, Cecil	Vegreville	813	Sept 28, 1908
Challenger, Alf. E.	Edgerton	814	Sept 28, 1908
Courtright, Leo	Maughan	815	Sept 28, 1908
Carriere, Arthur	High River	825	Oct. 2, 1908
Cody, Wm. H.	High River	826	Oct. 2, 1908
Cousins, Bert	High River	827	Oct. 2, 1908
Cousins, Walter	High River	828	Oct. 2, 1908
Cameron, Geo. M.	Calgary	861	Oct. 10, 1908
Cleave, Geo. M.	Vegreville	865	Oct. 27, 1908

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued.			
Coffman, Robt.	Frank	868	Nov. 5, 1908
Delop, Thos.	Frank	293	Sept 30, 1902
Dozey, Chas.	Frank(duplicate)	447	Sept. 5, 1903
Dobbs, F. M.	Iowalta	515	Apr. 18, 1904
Dluar, S. P.	Riviere Que Barre	532	Apr. 18, 1904
Dubuc, Emile	Morinville	551	May 26, 1904
Davis, Henry E.	Didsbury	752	Mar. 24, 1905
Donelly, Henry J.	Wetaskiwin	755	Mar. 24, 1905
Dangerfield, Jas. A.	Olds	784	Mar. 27, 1905
Davie, Alvin A.	Calgary	846	Mar. 26, 1905
Dickson, Jas.	Blairmore	6	Sept 16, 1905
Dowsett, Nat.	Frank(duplicate)	516	Oct. 22, 1907
Dye, Jas. E.	Ponoka	33	Sept 16, 1905
Deisting, C. G.	Duhamel	54	Nov 3, 1905
Dowling, Nelson	Edmonton	90	Mar. 11, 1906
Devillard, Louis	Edmonton	89	Mar. 11, 1906
Drader, Ernest	Lacombe	112	Apr. 25, 1906
Dawes, Albert A.	High River	121	Apr. 30, 1906
Davis, John B.	Edmonton	133	May 11, 1906
Dickson, Wm. A.	Medicine Hat	167	Aug 11, 1906
Dickens, Chas.	Lille	183	Aug. 13, 1906
Dance, Walter H.	Innisfail	293	May 20, 1907
Doolan, John T.	Fort Saskatchewan	335	May 31, 1907
Doyle, John L.	Langdon	349	June 4, 1907
Davidson, Peter A.	Calgary	358	June 4, 1907
Drewes, H. F. W.	Mayville	373	June 7, 1907
Davidson, Andrew C.	Lacombe	377	June 7, 1907
Duncombe, Walter	Taber	446	July 15, 1907
Dersch, Anton L.	Leavings	451	July 15, 1907
Dobbie, Alex.	Pincher Creek	453	July 15, 1907
Denson, Alex. R.	Mountain View	455	July 15, 1907
Dawson, John C.	Bankhead	550	Dec 5, 1907
Drury, Wm.	Taber	552	Dec. 26, 1907
Drinnon, Robt. McC.	Calgary	586	Mar 23, 1908
Deakin, Thos.	Hillcrest	606	Apr. 8, 1908
Dickson, John	Red Deer	640	Apr. 14, 1908
Dehning, Louis H.	Tapscott	649	Apr. 15, 1908
Davis, Geo. O.	Crossfield	680	May 1, 1908
Dowsett, Alfred	North Bank	697	May 7, 1908
Davis, Chris M.	Lavoy	724	May 18, 1908
Dennis, Glen	Vegreville	726	May 18, 1908
Denner, Jos.	Lesser Slave Lake	737	Aug. 6, 1908
Dunbar, Frank G.	Three Hills	756	Sept. 8, 1908
Dickan, Chas. J. H.	Didsbury	760	Sept. 11, 1908
Davis, Clarence	Staveland	829	Oct. 2, 1908
Davis, Christopher	Lethbridge	846	Oct. 6, 1908
Donaldson, Samuel	Lethbridge	847	Oct. 6, 1908
Dingee, Harry	Lethbridge	867	Oct. 29, 1908
Edgerton, Guy	Red Deer	184	Dec. 18, 1901
Evarts, Lucius P.	Calgary	394	Aug. 14, 1903
Evarts, Philo	Banff	490	Mar. 14, 1904
Edmonds, Thos. J.	Edmonton	803	Mar. 31, 1905
Enbody, Chas. S.	Calgary	125	Apr. 30, 1906
Ennes, John Jas.	Innisfail	147	May 31, 1906
Ewart, David	Strathcona	219	Sept 13, 1906
Endersby, Jos. B.	Medicine Hat	261	Apr. 6, 1907
Engen, Anton A.	Sunny Slope	311	May 29, 1907
Eggenberger, John K.	Colebanks	327	May 29, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued			
Elliott, John	Calgary	353	June 4, 1907
East, Alfred E.	Strathcona	389	June 14, 1907
Ensminger, Louis C.	Lacombe	400	June 14, 1907
Erratt, Wm. H.	Nanton	419	June 19, 1907
Emmerson, Robt.	Bellevue	464	July 16, 1907
Ellis, John W.	Edmonton	492	Oct 15 1907
Elliott, Henry N.	Carstairs	536	Oct. 28, 1907
Euard, Arthur W.	Calgary	556	Jan 20, 1908
Elmhirst, Jos. A.	High River	584	Mar 23 1908
Eiseman, Jos.	Peace River Crossing	738	Aug 6, 1908
Ellison, O. H.	Strome	783	Sept. 18, 1908
Flack, Samuel	Red Deer	194	Dec. 18, 1901
Findlay, Jas. F.	Leduc	211	Dec 18, 1901
Fair, Francis	Medicine Hat	257	Aug. 18 1902
Foster, Wm. W.	Red Deer	370	May 13, 1903
Fluker, W. R.	Fort Saskatchewan	545	Apr 13, 1904
Flett, Andrew R.	Calgary	744	Mar 16, 1905
Farren, Edgar	Evarts	777	Mar. 24, 1905
Fowler, Wm. H.	Edmonton	800	Mar 31, 1905
Flintoff, Walter	Cartridge Hill	816	Apr 14, 1905
Ferguson, Ernest G.	Fort Saskatchewan	80	Mar 26, 1906
Fairman, Chas	Medicine Hat	85	Apr. 11, 1906
Frizzelle, Jas I.	Lacombe	104	Apr. 24, 1906
Fullerton, Thos W.	Calgary	122	Apr. 30, 1906
Fordyce, J.	Bowden	156	May 31, 1906
Faltainsley, M.	Morinville	208	Sept. 13, 1906
Fitzsimmons, G. E.	Calgary	237	Sept 24, 1906
Falkenberg, Ferd. D.	Saron	275	May 15, 1907
Forster, Michael	Leduc	278	May 15, 1907
Fortune, Geo	Trochu Valley	301	May 23, 1907
Fryett, Arthur J.	Neapolis	312	May 29, 1907
Frieson, J. F.	Sunny Slope	313	May 29, 1907
Fike, Daniel K.	Crossfield	320	May 29, 1907
Fuller, Albert	Calgary	357	June 4, 1907
Fox, Henry	Olds	380	June 10, 1907
Findlay, Thos.	High River	429	June 19, 1907
Fricke, Chas L.	Ershine	541	Oct. 28, 1907
Fauver, A. E.	Lamberton	542	Oct 28, 1907
Freze, Benj H.	Edmonton	590	Apr 2, 1908
Fried, Vincant J.	Granum	598	Apr 2, 1908
Firth, Hedrick	Lethbridge	603	Apr. 8, 1908
Fowler, Dan T.	Magrath	614	Apr. 8, 1908
Friesen, Peter	Didsbury	652	Apr. 15, 1908
Fenner, John S.	Canrose	718	May 18, 1908
Farquhar, Alex W.	Calgary	802	Sept. 22, 1908
Gagnon, Alfred	St Albert	55	May 28, 1900
Gaetz, Jas. F.	Red Deer	226	Apr. 23, 1902
George, John	Kamloops	478	June 13, 1904
Giddings, Thos.	Calgary	489	Mar 14, 1904
Grigat, John	Leduc	533	Apr 18, 1904
Goebel, H. C.	Edmonton	543	Apr. 18, 1904
Gardner, Marques	Red Deer	780	Mar 24, 1905
Green, Jno.	Medicine Hat	857	June 14, 1905
Gallup, Walter E.	Medicine Hat	858	June 14, 1905
Grote, Frank	Bon Accord	890	Aug 31, 1905
Griffen, Henry	Stavely	11	Sept. 16, 1905
Grote, Alex E.	Spruce Grove	65	Mar. 16, 1906
Gibault, J. Eugene	Morinville	70	Mar. 16, 1906

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued.			
Frat, John	Fort Saskatchewan	92	Apr. 11, 1906
Galloway, Alex.	Medicine Hat	84	Apr. 11, 1906
Going, P. S.	Mountain View	169	Aug. 11, 1906
Garneau, Larry	Strathcona	224	Sept. 13, 1906
Godley, Maurice W.	Red Deer	238	Sept
Grant, Farquhar	Edmonton	267	Apr 29, 1907
Glaspie, Ed. H.	Hurry	331	May 31, 1907
Grue, Simon T.	Camrose	394	June 14, 1907
Grove, Benj K.	Camrose	404	June 14, 1907
Grant, Geo F.	Lewisville	412	June 14, 1907
Galentine, Frank	High River	434	June 19, 1907
Graves, Jas. H.	Calgary	457	June 15, 1907
Giese, Gottlieb W.	Spruce Grove	499	Oct. 15, 1907
Graham, Willard	Crossfield	519	Oct. 24, 1907
Gwilt, Geo.	Didsbury	528	Oct. 24, 1907
Gray, John A.	Claresholm	576	Mar. 23, 1908
Gibson, Wm. H.	Calaman	601	Apr 8, 1908
Gerrard, John	Lethbridge	618	Apr. 8, 1908
Girher, Dan E.	Sunny Slope	648	Apr. 4, 1908
Gillett, Geo I.	Carstairs	681	May 1, 1908
Grundy, Jas.	Bowden	684	May 1, 1908
Greene, Geo A.	Edmonton	708	May 18, 1908
Gustafson, Ivan	Leduc	709	May 18, 1908
Gibbs, Jas A.	Delnorte	715	May 18, 1908
Gray, Wm J.	Fort Vermilion	739	Aug. 6, 1908
George, Wm S.	Peace River Crossing ..	740	Aug 6, 1908
Graham, Jno. M.	Atlatasca Landing ...	746	Aug. 13, 1908
Gotobed, B.	Strathcona	776	Sept. 18, 1908
Gale, Sydney H.	Calgary	781	Sept. 24, 1908
Gillies, Wm.	Strathcona	872	Dec. 23, 1908
Hewer, Jesse J.	Strathcona	24	Oct 9, 1899
Harrold, David	Edmonton	54	May 28, 1900
Heffner, Frank	Bruderheim	92	Nov. 15, 1900
Holden, J. A.	Strathcona	114	Dec. 31, 1900
Hober, Jno W.	Ponoka	214	Jan 7, 1902
Harris, Ed S.	Star	327	Dec. 18, 1902
Hudson, Arthur C.	Edmonton	330	Jan. 6, 1903
Hehdsdoerfer, Jos.	Edmonton	359	May 13, 1903
Haney, Sylvester	Lacombe	482	Jan. 28, 1904
Hougestol, Anton	Wetaskiwin	516	Apr. 18, 1904
Harrold, Jno, Jr.	Edmonton	534	Apr. 14, 1904
Hankehadt, Edgar O.	Duhamel	785	May 27, 1905
Hardy, Albert Wm	Lake de May	787	Mar. 27, 1905
Henschel, August	Strathcona	49	Sept. 23, 1905
Hill, Marshall	Macleod	13	Sept. 16, 1905
Hart, Wm J.	Raymond	22	Sept 16, 1905
Hacking, Geo. A.	Magrath	23	Sept. 16, 1905
Haybayger, Chas. A.	Fort Saskatchewan ..	34	Sept. 16, 1905
Hewitt, Robt E.	Bon Accord	38	Sept. 18, 1905
Hays, Morion L.	Tofield	91	Apr. 11, 1906
Headley, Henderson	Medicine Hat	88	Apr. 11, 1906
Higgins, Jas. A.	Medicine Hat	87	Apr. 11, 1906
Hundke, Detriche E.	Battle River	101	Apr. 20, 1906
Hunter, Wm. Jno.	Fort Saskatchewan	109	Apr. 24, 1906
Hobson, Patric J.	Strathcona	130	May 4, 1906
Hunter, Fred H.	Didsbury	151	May 31, 1906
Hallett, Geo. E.	Camrose	163	July 7, 1906
Henry, Ortus	Claresholm	177	Aug. 13, 1906
Heightington, J H.	Rosenroll	230	Sept. 20, 1906

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued.			
Hammitt, J. A.	Wetaskiwin	234	Sept 20, 1906
Harris, A. J.	Chipman	223	Sept. 13, 1906
Hardy, Wm B.	Edmonton	270	Apr 29, 1907
Hellmers, Jno.	Millet	276	May 15, 1907
Hitchcock, Arthur L.	Pine Lake	292	May 20, 1907
Harris, Ed.	Mayton	303	May 23, 1907
Hardman, Geo S.	Mayton ..	306	May 23, 1907
Hilts, Neil A.	Didsbury	314	May 29, 1907
Huff, Wm. H.	Crossfield	315	May 29, 1907
Harrison, David R.	Tamont ..	333	May 31, 1907
Handley, J T.	Valley City	370	June 7, 1907
Hauser, Jno. H.	Strome	387	June 14, 1907
Hauser, Geo W.	Strome ..	401	June 14, 1907
Halstead, Arthur L.	Edberg ..	407	June 14, 1907
Hoar, Wm J.	Berry Bank	409	June 14, 1907
Henry, Walter F.	Ponoka ..	410	June 14, 1907
Hartt, Guy C.	High River	421	June 19, 1907
Herron, Jno A.	Nanton ..	426	June 19, 1907
Honan, Jno. E.	High River ..	431	June 19, 1907
Hislop, Thos. L.	Faber	443	July 15, 1907
Havervold, Robt L.	Lethbridge	462	July 15, 1907
Henderson, Clifton C.	Ellinor	470	July 15, 1907
Heitman, Herman	Pincher Creek ..	473	July 15, 1907
Hicks, Ephrim B.	Raymond ..	474	July 15, 1907
Harding, Noris H.	Lethbridge ... (duplicate)	848	Oct 6, 1908
Hallman, Sydney E.	Carstairs ..	488	Oct. 12, 1907
Horne, Ned.	Edmonton ..	506	Oct. 15, 1907
Healy, Jos.	Rankhead ..	508	Dec. 5, 1907
Hilton, Wm. H.	Taber	553	Dec 26, 1907
Henderson, Jno. H.	Taber	554	Dec. 26, 1907
Harris, Geo. A.	Calgary	555	Jan. 20, 1908
Horwood, Walter E.	Calgary ..	560	Jan 20, 1908
Hyde, Geo. T.	High River ..	581	Mar. 23, 1908
Howard, Ernest E.	Conjuring Creek ..	594	Apr 2, 1908
Hutchings, Percy J.	Edmonton ..	595	Apr 2, 1908
Howard, Sam.	Frank	613	Apr. 8, 1908
Horn, James ..	Lethbridge ..	616	Apr. 8, 1908
Hills, Wm. C.	Hillcrest ..	624	Apr. 9, 1908
Hargreaves, Thos. J.	Hillcrest ..	625	Apr. 9, 1908
Hilts, Simon W.	Didsbury ..	654	Apr. 15, 1908
Hodges, Elmer S.	Medicine Hat ..	660	Apr. 27, 1908
Hoy, Walter M.	Medicine Hat ..	665	Apr. 27, 1908
Haskins, Martin	Vermilion ..	670	Apr. 27, 1908
Hayes, Fred J.	Vermilion ..	671	Apr 27, 1908
Hall, Richard	Lloydminster ..	673	Apr 27, 1908
Higginson, R R.	Kitscoty ..	677	Apr. 27, 1908
Holgate, Jno.	Airdrie ..	685	May 1, 1908
Haselwood, Alfred W.	Rosenroll ..	701	May 7, 1908
Hunting, Humphrey W.	Lacombe ..	769	Sept. 14, 1908
Holbrook, Peter E.	Stettler ..	770	Sept. 14, 1908
Hanlan, W. J.	Edmonton ..	777	Sept 18, 1908
Hallvarson, Peter W.	Black Diamond ..	792	Sept. 22, 1908
Haefflin, Mark E.	Exshaw ..	793	Sept. 22, 1908
Henderson, Alex.	Granum ..	830	Oct. 2, 1908
Hendrickson, Jno.	Cholm ..	831	Oct. 2, 1908
Imeson, Geo.	Stony Plain ..	206	Dec. 18, 1901
Inglis, Geo.	Red Deer ..	779	Mar. 24, 1905
Ibson, Clause W.	Mewassin ..	804	Mar. 31, 1905
Isaacson, Frank	Claresholm ..	191	Aug. 13, 1906

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name.	Address	No. of Cert.	Date of Issue.
Third Class—Continued			
Iverson, Olaf	Molstad	231	Sept. 20, 1906
Isaacson, Arthur F.	Evarts	514	Oct. 22, 1907
Isherwood, Wm.	Calgary	588	Mar. 23, 1908
Ingram, Wm.	Leduc .. (duplicate)	860	Oct. 7, 1908
Jackson, Chas.	Calgary	66	July 13, 1900
Joyner, Chas. A.	Bentley	173	Oct. 2, 1901
James, Dunham D.	Didsbury	321	Nov. 1, 1902
Jeune, Ivan	Wetaskiwin	332	Feb. 13, 1903
Jamieson, Johnston	Ponoka	353	Apr. 24, 1903
Johnson, Conrid	Red Deer	414	Aug. 29, 1903
Jameson, Chas. W.	Ponoka	644	Oct. 15, 1903
James, F. S.	Ponoka	28	Sept. 16, 1905
Johnson, Elijah	Canyon	61	Dec. 29, 1905
Johnson, Ed	Diana	99	Apr. 20, 1906
Jenson, Louis C.	Alix	114	Apr. 25, 1906
Jones, Jack	Bankhead	140	May 14, 1906
Johnson, Benj. F.	Raymond	186	Aug. 13, 1906
Jones, Fred	Coleman	189	Aug. 13, 1906
Jobe, Chas.	Strathcona	222	Sept. 13, 1906
Jordon, J. H.	Edmonton	271	Apr. 22, 1907
Johnson, Pontus	Lewisville	281	May 15, 1907
Jesse, Ed	Hardisty	284	May 15, 1907
Johnson, G. Anton	Didsbury	316	May 29, 1907
Johanson, Henry	Walsh	328	May 31, 1907
Johnson, Jos.	Medicine Hat	361	June 4, 1907
Jones, Arthur	Camrose	383	June 14, 1907
Johns, Thos. L.	Magrath	459	July 15, 1907
Jamieson, Jesse H.	Edmonton	505	Oct. 15, 1907
Johannson, Jno. T.	Olds	521	Oct. 24, 1907
Journey, Clyde R.	Brant	582	Mar. 22, 1908
Jepson, Walter	Bellevue	612	Apr. 8, 1908
Johnston, Percy W.	Edmonton	713	May 18, 1908
Johnson, Elmer	Daysland	716	May 18, 1908
Julien, Eugene	South Bend	720	May 18, 1908
Johnson, Chas. J.	Stavelly	832	Oct. 2, 1908
Jenson, Ole E.	Seven Persons	833	Oct. 2, 1908
Jones, Isaac	Raymond	849	Oct. 6, 1908
James, Jon E.	Taber	850	Oct. 6, 1908
Krause, Otto	Innisfail	171	Oct. 1, 1901
Kamngiesser, Simon	Lacombe	512	Apr. 13, 1904
Kelsey, A. W.	Clover Bar	535	Apr. 13, 1904
Knapp, Henry H.	Edmonton	645	Oct. 15, 1904
Kerwin, James	Leavings	748	Mar. 16, 1905
Kolner, Bernard	Millet	793	Mar. 27, 1905
Klapstein, Ed.	Ellerslie	49	Apr. 25, 1900
Krouse, Wilhelm	Spruce Grove	819	Apr. 14, 1905
Kallis, Ed	Strathcona	847	May 26, 1905
Knight, Harry P.	Edmonton	35	Sept. 16, 1905
Krinke, August	Highland Park	46	Sept. 18, 1905
Kerr, John	Calgary	64	Mar. 9, 1906
Kennedy, Dent	Calgary	124	Apr. 30, 1906
Karmagel, F. R.	Didsbury	154	May 31, 1906
Kiddle, Thos. M.	Stirling	165	Aug. 11, 1906
Kearney, W. J.	Clareholm	178	Aug. 13, 1906
Keith, Ed. C.	Lille .. (duplicate)	809	Sept. 25, 1908
Kjosness, Peder P.	Martins	217	Sept. 13, 1906
Kendrew, Jos. W.	Edwell	250	Oct. 5, 1906
Krinke, Benj.	Highland Park	249	Oct. 5, 1906

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued.			
Knowles, Kenneth E	Wetaskiwin	264	Apr. 25, 1907
Kremer, David H	Innisfail	294	May 20, 1907
Kjorsvik, Albert	Eagle Hill	305	May 23, 1907
Kitnitz, Ed	Pruderheim	329	May 31, 1907
Kenny, John	Calgary	342	June 4, 1907
Knape, Ernest P	Calgary	344	June 4, 1907
Keegan, Dan	Morlay	355	June 4, 1907
Kreamer, Wm W	Strathcona	384	June 14, 1907
Klarerazuk S	Mundare	406	June 14, 1907
Keith, Scott	Faber	551	Dec 26, 1907
Knisley, Arthur C	Standoff	617	Apr. 8, 1908
Klein, Emil F.	Leduc	669	Apr 27, 1908
Kadlec, Frank	Wetaskiwin	712	May 18, 1908
Kinne, Fred	Calgary	750	Aug 28, 1908
Kemp, Robt M	Duagh	816	Sept 28, 1908
Koester, Carl H.	Granum	834	Oct 2, 1908
Keeler, Ralph A	Lethbridge	851	Oct. 6, 1908
Lamoureux, Alce	Lamoureux	96	Nov 15, 1900
Lee, Geo.	Edmonton	200	Dec. 18, 1901
Lewis, Wm H	Innisfail (duplicate)	888	Aug 28, 1905
Lamoureux, Alp	Lamoureux	188	Dec. 18, 1902
Loiselle Jerry	Red Deer	225	Apr 23, 1902
Lundy, Wm Thos.	Innisfail	227	Apr. 23, 1902
Lynch, Alix W	Blairmore	259	Aug 18, 1902
Lvseng, Knut K	Pittman Lake	290	Aug 7, 1903
Lindberg, Erick	Calmer	510	Apr. 18, 1904
Langhausen, Jacob	Fort Saskatchewan	523	Apr 18, 1904
Langhausen, Peter	Fort Saskatchewan	524	Apr 18, 1904
Leen, Andrew E	Wetaskiwin	525	Apr 18, 1904
Lehman Harrison	Edmonton (duplicate)	561	Feb 15, 1908
Logan, John	Penhold	774	Mar 24, 1905
Logan Dan	Red Deer	783	Mar. 24, 1905
Lee Oscar E	Wetaskiwin	788	Mar. 27, 1905
Long Albert W	Namoo	36	Sept 16, 1905
Lindholm, Andrew G J	Burntlake	60	Dec. 27, 1905
Lee, Albert	Wetaskiwin	97	Apr 20, 1906
Laine, Francois P.	Rankhead	138	May 14, 1906
Lambe, Alex.	Didsbury	150	May 30, 1906
Linkous, Jas B.	Raymond	173	Aug. 13, 1906
Lindsay, Samuel D	Strathcona	212	Sept. 13, 1906
Lennox, Jas A	Red Deer	251	Oct 5, 1906
Luigi Liega	Lille	256	Dec 28, 1906
Lawrence, Fred'k S.	Fort Vermilion. (duplicate)	544	Oct. 29, 1907
Lawrence, Fenwick N	Edmonton	260	Feb 23, 1907
Lavoll, Lewis J.	Evarts	290	May 20, 1907
Lancaster, Robt V.	Calgary (duplicate)	736	July 24, 1908
Lafam, Myronb	Content	371	June 7, 1907
Lehman, Sam	Nanton	438	June 19, 1907
Lamoureux, Hermidas	Lameroux	502	Oct 15, 1907
Lamoureux, Albert	Lameroux	503	Oct. 15, 1907
Lee, Thos. H	Olds	518	Oct. 24, 1907
Laut, John R	Crossfield	523	Oct. 24, 1907
Lewis, Lyman L	Olds	526	Oct. 24, 1907
Lang, Wm.	Okotoks	566	Mar. 26, 1908
Lyon, Omar	Blayney	571	May 23, 1908
Lee, John A.	Edmonton	592	Apr. 2, 1908
Lee, Lars	Leduc	678	Apr. 27, 1908
Loveless, Peter	Lloydminster	707	May 18, 1908
Lucas, Sam B	Daysland	719	May 18, 1908

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued.			
Lawrence, Sheridan	Fort Vermilion	741	Aug. 6, 1908
Laroux, Oliver	Chipewyan	742	Aug. 6, 1908
Lloyd, Roy A.	Carstairs	761	Sept. 11, 1908
Love, Thos.	Hicksburg	835	Oct. 2, 1908
Morkin, Jno.	Dunbow	39	Dec. 1, 1899
Martin, M Z	Morinville	56	May 28, 1900
Mitchell, Tim W.	Red Deer	119	Feb 7, 1901
Mather, E. M.	Calgary	133	June 6, 1901
Morden, Jacob R.	Lacombe	187	Dec. 18, 1901
Moore, John R	Innisfail	190	Dec. 18, 1901
Munier, Wilfred	Stony Plain	199	Dec. 18, 1901
Miller, Philip	Morinville	201	Dec. 18, 1901
Meneely, Wm	Edmonton	214	Dec 18, 1901
Mikesthus, Michael	Leduc	210	Dec. 18, 1901
Morkeberg, D	Innisfail	232	Apr. 23, 1902
Martin, Henry E.	Wardner	854	June 13, 1905
Moonev, W S	Lacombe	513	Apr. 18, 1904
Murray A A	St. Albert	536	Apr 18, 1904
Meunier, J. H	Morinville	537	Apr. 18, 1904
Meredith, Wilbert	Edmonton	538	Apr 18, 1904
Mathews Geo.	Strathcona	636	Oct. 15, 1904
Morgan Oscar	Strathcona	643	Oct. 15, 1904
Maxfield, W H	Namoo	646	Oct. 15, 1904
Mead, Francis A	Pincher Creek	678	Dec. 30, 1904
Mav, Daniel	Plainsmore	681	Jan. 21, 1905
Mew, John	Calgary	750	Mar. 24, 1905
Muir, Wm J	Ponoka	764	Mar 24, 1905
Marler, Walter	Clover Bar	799	Mar. 31, 1905
Morel, H F	Edmonton	870	July 6, 1905
Mohr, John J	Edmonton	36	Sept 16, 1905
Melnyk, Wm.	Star	40	Sept 18, 1905
Mosson, Jas D.	Clover Bar	43	Sept. 18, 1905
Moss, Richard	Edmonton	81	Mar 26, 1905
Mahood, Robt F	Belford	94	Apr. 11, 1906
Murray Dan L	Bentley	105	Apr 24, 1906
Mitchell Jos. C	Tees	111	Apr. 25, 1906
Moritz, Henry C.	Olds	146	May 31, 1906
Moritz, Louis J A	Olds	148	May 31, 1906
Morkeberg Holger	Markerville	157	May 31, 1906
Maxwell Tim	Claresholm	180	Aug. 13, 1906
Murry Thos. N	Medicine Hat	171	Aug 11, 1906
Muir, Geo A	Morrissey	192	Apr. 13, 1906
Mannshaw, Aug.	Strathcona	218	Sept. 13, 1906
Mead Wm	Edmonton	221	Sept. 13, 1906
Maxfield Geo A	Namoo	236	Sept. 13, 1906
Miller Dick F.	Blackfalds	241	Sept 27, 1906
Metcher Chas.	Wetaskiwin	246	Oct. 5, 1906
Miller Jones P.	Delnort	334	May 31, 1907
Morrison, Avar L	Calgary	348	June 4, 1907
Martin, Jno C. B.	Calgary	362	June 4, 1907
Moody, Jas. Wm.	Brocket	363	June 4, 1907
Morter, Chas J.	Iowalta	365	June 7, 1907
Miller, Wm H	Brant	420	June 19, 1907
Morrow, Jos. W	Roundup	466	July 15, 1907
Meldrum David (Jr)	Raymond	471	July 15, 1907
Manning, Jas. A	Cowley	460	July 16, 1907
Munro, Milo	Gleichen	484	Aug. 28, 1907
Martin, Chas. A	High River	487	Sept 4, 1907
Miller, Fred C	Cooking Lake	416	Oct. 15, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued			
Munro, Fred	Innisfail	510	Oct. 22, 1907
Morden, Jno.	Lacombe	533	Oct. 23, 1907
Malchow, G. E. A.	Earville	538	Oct. 28, 1907
Mignault, Jos. C.	Calgary	578	Mar. 23, 1908
Middleton, Archie C.	Nanton	583	Mar. 23, 1908
Marshall, Frank P.	Spring Point	600	Apr. 8, 1908
May, Alex S.	Lille	632	Apr. 9, 1908
Millar, T. B.	Burntlake	641	Apr. 14, 1908
Marson, Chas H.	Medicine Hat. (duplicate)	735	July 15, 1908
Mitchell, Franklin A.	Medicine Hat	664	Apr. 27, 1908
Miles, Jas.	Vermilion	667	Apr. 27, 1908
Mark, David McK.	Manville	672	Apr. 27, 1908
Marler, Jas. T.	Crossfield	683	May 1, 1908
Martin, Landis	Stettler	686	May 1, 1908
Millar, Jno. F.	Bentley	694	May 6, 1908
Munro, Alex. A.	Lockhart	696	May 6, 1908
Morris, Wm H.	Wetaskiwin	698	May 6, 1908
Maurice, Frank E.	Edmonton	730	May 26, 1908
Maxwell, Jno W.	Cochrane	731	June 12, 1908
Morris, Jas. E.	Lochend	732	June 12, 1908
Morris, Jas W.	Canmore	734	June 29, 1908
Morton, Lewis R.	Athabasca Landing	745	Aug. 6, 1908
Mott, Henry J.	Red Deer	752	Sept. 2, 1908
Murray, Jas.	Murray Valley	757	Sept. 8, 1908
Mortelette, H. C.	Edmonton	778	Sept. 18, 1908
Masse, Louis	Legal	788	Sept. 21, 1908
Mulligan, Geo B.	Ron Accord	789	Sept. 21, 1908
Miller, Jacob	Stony Plain	790	Sept. 21, 1908
Marshall, Robt. E.	Raymond	852	Oct. 6, 1908
McKerran, Jas.	Edmonton	28	Oct. 29, 1899
McDonald, Findlay	Sturgeon	86	Oct. 23, 1900
McLellan, Jno.	Fort Saskatchewan	93	Nov. 15, 1900
McLeod, M. J.	Fort Saskatchewan	94	Nov. 15, 1900
McKellar, Kno	Fort Saskatchewan	95	Nov. 15, 1900
McKinley, Murdoch	Stony Plain	203	Dec. 18, 1901
McLean, Archibald	Lethbridge	250	Aug. 18, 1902
McLean, Alix M.	Calgary	347	Mar. 9, 1902
McGarry, Fred	Lacombe	355	Apr. 24, 1903
McDonald, Wm.	Penhold	369	May 13, 1903
McConnell, Jas. R.	Red Deer	372	May 17, 1903
McAuley, Jas.	Rabbit Hill		June 10, 1903
McLean, Jas. A.	Star	539	Apr. 18, 1904
McDiarmid, A. D.	Edmonton	540	Apr. 18, 1904
McFayden, Jno R.	Strathcona	553	June 3, 1904
McDonald, Malcolm	Mountain Mill	594	Sept. 14, 1904
McLeod, D J W.	Strathcona (duplicate)	766	Sept. 11, 1908
McKenzie, Dan.	Lacombe	760	Mar. 24, 1905
McInroy, Paul	Edwell	773	Mar. 24, 1905
McEacher, Malcolm	Leduc	792	Mar. 27, 1905
McCarthy, Jas.	Calmer	793	Mar. 27, 1905
McPhail, Jno.	Bellevue	8	Sept. 16, 1905
McDonald, Dan.	Morinville	66	Mar. 16, 1906
McLaughlin, Chas.	Namoo	68	Mar. 16, 1906
McCallum, Albert W.	Beaver Lake	95	Apr. 18, 1906
McAnnaly, Peter J.	Crossfield	153	May 31, 1906
McLean, Wm. Jno	Hillcrest	188	Aug. 13, 1906
McPherson, Jas P.	Bentley	248	Oct. 5, 1906
McNutt, Watson	Medicine Hat	262	Apr. 6, 1907
McCune, Oscar	Red Deer	289	May 20, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No of Cert	Date of Issue
Third Class—Continued.			
McGregor, Wm. W.	Blackfalds	298	May 20, 1907
McDonell, Archie A.	Calgary	339	June 4, 1907
McLean, Gernet W.	Marwayne	340	June 4, 1907
McIvor, David S.	Marwayne	388	June 14, 1907
McWhirter, Jas. A.	Camrose	408	June 14, 1907
McAlister, Donald C.	Lethbridge	447	July 15, 1907
McDonald, Geo. A.	Pincher Creek	454	July 15, 1907
McAlister, Alfred	Claresholm	468	July 15, 1907
McGhan, Silas S.	Clover Bar	493	Oct. 15, 1907
McLean, Laughlin	Innisfail	512	Oct. 22, 1907
McGuire, Thos.	Lacombe	535	Oct. 28, 1907
McLean, Garnet W.	Calgary	558	Jan. 20, 1908
McPhee, Jno.	Edmonton	596	Apr. 2, 1908
McDonald, Hugh D.	Frank	605	Apr. 8, 1908
McNarland, Robt Jas.	Granum	608	Apr. 8, 1908
McCutcheon, R. H.	Pincher Creek	631	Apr. 9, 1908
McRae, Duncan A.	Taber	633	Apr. 9, 1908
McRoberts, And.	Pine Lake	644	Apr. 14, 1908
McDougall, Wm.	Mewassin	655	Apr. 22, 1908
McIvor, Wm.	Marwayne	668	Apr. 27, 1908
McDermid, Alex M.	Elkwater	703	May 14, 1908
McIntosh, Duncan D.	Three Hills	795	Sept. 22, 1908
Nelson, Frank	Wetaskiwin	60	May 30, 1900
Nichol, David	Innisfail	191	Dec. 18, 1901
Noyes, Dan. E.	St. Albert	197	Dec. 18, 1901
Nichols, Jas. J.	Edmonton	358	May 13, 1903
Niven, Jno.	Lethbridge	451	Oct. 6, 1903
Nehr, Wm. A.	Edmonton	75	Mar. 26, 1906
Nehr, Henry R.	Edmonton (duplicate)	245	Sept. 28, 1906
Noel, Kenneth E.	Canyon	113	Apr. 25, 1906
Nelson, Wilfred	Calgary	119	Apr. 30, 1906
Nelson, Arthur W.	Edmonton	132	May 10, 1906
Neeb, Louis	Edmonton	161	June 5, 1906
Nichols, Alex J.	Edmonton	220	Sept. 13, 1906
Neis, Geo M.	Lamberton	228	Sept. 20, 1906
Norlie, Hackon C.	Edmonton	501	Oct. 15, 1907
Nixon, Robt J.	Crossfield	524	Oct. 24, 1907
Neis, Philip	Lamberton	530	Oct. 24, 1907
Nielson, Geo.	Haynes	540	Oct. 28, 1907
Nadeau, T. Eudore	Lavoy	675	Apr. 27, 1908
Nichols, Wm. R.	Edmonton	729	May 26, 1908
Neufeld, Abraham J.	Neapolis	762	Sept. 11, 1908
Neufeld, Peter W.	Neelton	763	Sept. 11, 1908
Neate, Harry	Edmonton	779	Sept. 18, 1908
Newsome, Wm. H.	Calgary	796	Sept. 22, 1908
Norgaard, Peter J.	Calgary	797	Sept. 22, 1908
Norton, Paul	Reid Hill	836	Oct. 2, 1908
Nemsgren, Jno.	Claresholm	837	Oct. 22, 1908
Neville, Fred R.	Mountain View	853	Oct. 6, 1908
Ottowell, Richard P.	Edmonton	27	Oct. 9, 1899
Oliver, Ernest H.	Calgary	468	Nov. 6, 1903
Omand, Jno.	Edmonton	522	Apr. 14, 1904
Olsen, H. B.	Ellerslie	542	Apr. 18, 1904
Oliver, Wesley N.	Wostok	814	Apr. 14, 1905
Olson, Gilbert E.	Star	815	Apr. 14, 1905
Ottowell, Albert	Clover Bar	77	Mar. 26, 1906
O'Dell, Geo W.	High River (duplicate)	733	June 22, 1908
Orford, Andrew B.	McLeod	478	July 15, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No of Cert	Date of Issue
Third Class—Continued.			
Oberg, Knute L.....	Strathcona	491	Oct. 15, 1907
Oliver, Peter C.....	Calgary	562	Jan. 20, 1908
Oakes, Louis D.....	Claresholm	567	Mar. 23, 1908
O'Connor, Jno	Mossleigh	568	Mar. 23, 1908
Oler, Geo., Jr.	Stirling	690	May 5, 1908
Orser, Jno. R.....	Tristram	690	May 5, 1908
O'Reilly, C.	Bells Hill	784	Sept. 18, 1908
Olson, Matz	Wilton Park	817	Sept. 28, 1908
Oster, Carl	Good Hope	818	Sept. 28, 1908
Orr, Alf. E	Irvine	854	Oct. 6, 1908
Osborne, Homer	Taber	855	Oct. 6, 1908
Pearce, Jas.	Red Deer	46	Mar. 8, 1900
Pierce, Geo. J.	Edmonton	87	Oct. 23, 1900
Putman, Albert E. . . .	Edmonton	202	Dec. 18, 1901
Powell, Jas. A.....	Edmonton	208	Dec. 18, 1901
Pearce, Wm	Edmonton	229	Apr. 24, 1902
Pimm, Jno.	Lethbridge	258	Aug. 18, 1902
Pullshy, Wm.	Star	584	June 23, 1903
Pullesen, Peter	Calgary	492	Mar. 14, 1904
Piper, F. E.	Red Deer	546	Apr. 18, 1904
Porter, Gerard A.	Red Deer .. (duplicate)	851	June 6, 1905
Peterson, Robt. F. . . .	Wetaskiwin	789	Mar. 27, 1905
Piegrass, Fred'k	Raymond	24	Sept. 16, 1905
Pearson, Herbert S.....	Red Deer	62	Dec. 29, 1905
Pefluger, Geo.	Wetaskiwin	98	Apr. 20, 1906
Peterson, Martin E. . . .	Claresholm	179	Aug. 13, 1906
Pitmann, Wm. T.	Wetaskiwin	279	May 15, 1907
Pratt, Arthur W.....	Three Hills	300	May 23, 1907
Patterson, Johnston	Strathcona	308	May 23, 1907
Pyle, Joshua O.	Langdon	354	June 4, 1907
Peterson, Alfred L.....	Heather Brae	397	June 14, 1907
Pearson, Augustus	Bellevue	450	July 15, 1907
Phillips, Fred H	Frank	476	July 15, 1907
Pylypow, Wasyi	Star	504	Oct. 15, 1907
Prehn, Emil N.....	Strome	508	Oct. 15, 1907
Peterson, Fred A.....	Wetaskiwin	529	Oct. 28, 1907
Page, Sam Jas.	Lacombe	532	Oct. 28, 1907
Potter, Jno	Calgary	557	Jan. 20, 1908
Pethick, Roy W.....	Okotoks	574	Mar. 23, 1908
Pozin, Otto E.	Claresholm	577	Mar. 23, 1908
Peat, Geo. A.	Lethbridge	611	Apr. 8, 1908
Power, Eugene	Lethbridge	615	Apr. 8, 1908
Peat, Jas. T.....	Lethbridge	619	Apr. 8, 1908
Phillips, Walter I.	Magrath	620	Apr. 9, 1908
Peters, Andy	Blairmore	621	Apr. 9, 1908
Peterson, Anton	Evarts	638	Apr. 14, 1908
Parker, Ed. W.	Harmattan	642	Apr. 14, 1908
Piersall, Wm. S.	Innisfall	646	Apr. 14, 1908
Putnam, Orlean E.	Edmonton	666	Apr. 27, 1908
Pfitzeumler, Herman	Stettler	687	May 1, 1908
Pall, Jos., Jr.	Prague	717	May 18, 1908
Phillips, Wm. J.	Clover Bar	725	May 18, 1908
Papineau, Francis C.....	Battle Lake	727	May 18, 1908
Parker, David L.....	Penhold	753	Sept. 3, 1908
Parmelee, J. M.....	Bluffcentre	771	Sept. 14, 1908
Park, Hugh A.....	Placington	785	Sept. 18, 1908
Parsons, Harry	Okotoks	803	Sept. 22, 1908
Philpott, Jos.	Bawlf	807	Sept. 25, 1908
Podgarmy, Mike.....	Leduc	819	Sept. 28, 1908

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued.			
Porter, Wm.	Stavelly	838	Oct. 2, 1908
Patterson, Sam F.	Granum	856	Oct. 6, 1908
Peak, Jos. H.	Pokahasset	870	Nov. 26, 1908
Payzant, Jno M.	Edmonton	873	Dec. 23, 1908
Quigley, Thos.	Cochrane	546	Nov. 22, 1907
Quigley, Jas. S.	Cochrane	874	Dec. 31, 1908
Robinson, Jno.	Edmonton	26	Oct. 9, 1899
Rutherford, Jno.	Medicine Hat	82	Sept. 29, 1900
Ross, Thos G.	Poplar Lake	97	Nov. 15, 1900
Rattray, Archie B.	Edmonton	108	Dec. 15, 1900
Rafie, Andrew	Bon Accord	301	Oct. 2, 1902
Ryan, Jas.	Wetaskiwin	316	Oct. 22, 1902
Redig, Valentine	Lacombe	514	Apr. 18, 1904
Rivet, Arthur	Morinville	549	May 26, 1904
Ramsay, Jas.	Coleman	620	Oct. 20, 1905
Rice, Geo. A.	Strathcona	39	Sept. 18, 1905
Rath, Edw L.	Conjuring Creek	93	Apr. 11, 1906
Read, Edgar A.	Manfred	102	Apr. 20, 1906
Reese, Harry E.	Wetaskiwin	137	May 10, 1906
Roulston, Robt.	Bowden	160	May 31, 1906
Robearge, Wm.	Vegreville	215	Sept. 13, 1906
Roem, T A.	Duhamel	233	Sept. 20, 1906
Rockstad, Abraham	Wetaskiwin	247	Oct. 5, 1906
Rath, Earnest W.	Conjuring Creek	277	May 15, 1907
Rovle, Wm. H.	Calgary	347	June 4, 1907
Ramey, Morgan	Vegreville	382	June 14, 1907
Reav, Jno. G.	Lamberton	391	June 14, 1907
Robinson, M. J.	DeWinton	425	June 19, 1907
Rydberg, Emil W.	Glen View	432	June 19, 1907
Richards, Wm.	Lundbreck	444	July 15, 1907
Rice, Wm.	Andrew	500	Oct. 15, 1907
Ross, Dexter A.	Strathcona	507	Oct. 15, 1907
Rice, Robt.	Calgary	580	Mar. 23, 1908
Rear, Chas. W.	Mavton	645	Apr. 14, 1908
Raymer, Oliver	Didsbury	653	Apr. 15, 1908
Russell, Chas. O.	Brockville	695	May 6, 1908
Ramsey, Ralph H.	Vegreville	722	May 18, 1908
Rix, Percy H.	Wetaskiwin	728	May 26, 1908
Rattray, Alex.	Dog Pound	764	Sept. 11, 1908
Rude, Jno. N.	Priddis	804	Sept. 24, 1908
Ronaghan, Albert H.	Vermillion	820	Sept. 28, 1908
Reid, Jas. Robt.	Claresholm	839	Oct. 2, 1908
Rigby, Wm. T.	Claresholm	840	Oct. 2, 1908
Rills, Wilson H.	Claresholm	841	Oct. 2, 1908
Richards, Neal S.	Aetna	857	Oct. 6, 1908
Stadelbauer, Simon	Spruce Grove	4	Sept. 18, 1899
Stewart, Thos. H.	Strathcona	30	Oct. 9, 1899
Smith, Wm. F.	Athabasca Landing	38	Nov. 28, 1899
Shaw, Jno. Y.	Midnapore	40	Dec. 1, 1899
Saunders, Elias T.	Lethbridge	47	Mar. 23, 1900
Snider, Jno. B.	Okotoks	68	July 19, 1900
Steffles, Ferd.	Morinville	90	Nov. 15, 1900
Schlegel, Frank	Duhamel	118	Jan. 26, 1901
Stewart, Archie	Edmonton	161	Sept. 7, 1901
Stulz, Frank	St. Albert	196	Dec. 18, 1901
Staffles, Jos.	Morinville	91	Nov. 15, 1900
Simpson, Robt. N.	Edmonton	198	Dec. 18, 1901

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No of Cert	Date of Issue
Third Class—Continued.			
Smith, Sam. W.	Leduc	228	Apr 23, 1902
Still, Wm.	Vegreville	328	Dec. 18, 1902
Stewart, Jas. A.	Beaver Lake	329	Dec 18, 1902
Shields, Wm. K.	Strathcona	363	May 13, 1903
Simonson, Henry	Northern	378	June 6, 1903
Smith, Larnet E.	Ponoka	387	July 13, 1904
Schatz, Robt	Strathcona	635	Oct 15, 1904
Swift, W. L.	Edmonton	647	Oct 15, 1904
Sloan, Wm J.	Calgary (duplicate)	145	May , 1906
Swingle, Walter A.	Didsbury	751	Mar. 24, 1905
Scott, Geo. W.	Innisfail	758	Mar 24, 1905
Spannel, Jno.	Leduc	796	Mar. 27, 1905
Scott, Sam R	Olds	797	Mar. 28, 1905
Stafford, Jno.	Sollman	817	Apr 14, 1905
Short, Walker	Mewassin	826	May 13, 1905
Schullli, Angelo	Lille	2	Sept 16, 1905
Skouson, Z. N.	Raymond	21	Sept. 16, 1905
Skouson, Peter N.	Raymond	25	Sept. 16, 1905
Sherwood, L. H.	Beaumont	29	Sept. 16, 1905
Swedfeger, Amos	Leduc	41	Sept 18, 1905
Svarich, Peter	Colomea	76	Mar 26, 1906
Suru, Jno.	Edmonton	78	Mar. 26, 1906
Schroeder, Ed H.	High River	120	Apr. 30, 1906
Sherlin, Adam	Red Deer	128	Mar 4, 1906
Smith, Chas. W.	Foreman	131	May 10, 1906
Stephenson, Jas McC.	Innisfail	155	May 31, 1906
Speakman, Arthur	Penhold	159	May 31, 1906
Sanders, T. Aron	Cardston	166	Aug. 11, 1906
Stephen, Jas	Frank	175	Aug 13, 1906
Stannk, Isadore	Frank	176	Aug 13, 1906
Stillman, Geo. F.	Spring Point	181	Aug. 13, 1906
Stuckey, Richard	Pincher Creek	185	Aug 13, 1906
Scribner, Jos.	Leavings	190	Aug 13, 1906
Smith, Jno. H.	Nanton	195	Aug. 13, 1906
Stevens, H. E.	Macleod	202	Aug 13, 1906
Smith, David H.	Calgary	206	Aug 25, 1906
Somerset, Robt N.	Vermillion	210	Sept 13, 1906
Smith, Jno.	Pakan	211	Sept 13, 1906
Stevens, Harry L.	Olds	240	Sept. 27, 1906
Small, Jesse J.	Didsbury	243	Sept. 26, 1906
Scarth, Walter	Calgary	254	Dec 1, 1906
Santrock, J. M.	Edmonton	269	Apr 29, 1907
Sorenson, Nels G.	Kellman	283	May 15, 1907
Smith, Chas. A.	Red Deer	285	May 15, 1907
Smith, Sam T.	Leslieville	287	May 20, 1907
Schmidt, Henry W.	Red Deer	288	May 20, 1907
Salzl, Rudolph	Morinville	307	May 23, 1907
Swingle, Gala R.	Didsbury	310	May 29, 1907
Scott, Wm.	Three Hills	321	May 21, 1907
Stagg, Jno. C.	Calgary	305	Sept. 22, 1908
Stearns, Chas. A.	Carstairs	356	June 4, 1907
Siddall, Wm. M.	Neapolis	360	June 4, 1907
Saunders, Abraham	Lacombe	372	June 7, 1907
Stevens, Clostin H.	Erskine	378	June 7, 1907
Swan, Jno.	Wesington	379	June 7, 1907
Scoville, Wm. A.	Earling	413	June 14, 1907
Schattschneider, Herman	Ellerslie	415	June 14, 1907
Sinclair, Donald	Cayley	422	June 19, 1907
Sallendach, Robt.	Brant	427	June 19, 1907
Sparrow, Jas. W.	Lethbridge	440	June 20, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert	Date of Issue
Third Class—Continued.			
Stuenkel, Jas. F.....	Claresholm	452	July 15, 1907
Svean, Ole	Claresholm (duplicate)	483	Aug. 13, 1907
Salmon, Jno. F.....	Raymond	458	July 15, 1907
Spencer, Jno. H.....	Medicine Hat	480	July 24, 1907
Somerset, Thos. B.	Edmonton	494	Oct. 15, 1907
Santrock, Harvey S.	Edmonton	498	Oct. 15, 1907
Skolitzky, Jno. J.....	Calgary	520	Oct. 24, 1907
Spreeman, Allen	Didsbury	522	Oct. 24, 1907
Shirkey, Jno. W.....	Lacombe	534	Oct. 28, 1907
Simmins, Henry	Banff	547	Nov. 26, 1907
Stanworth, Stephen	Bankhead	549	Dec. 5, 1907
St. George, Stephen	Macleod	604	Apr. 8, 1908
Schroeder, Waldemer	Macleod	607	Apr. 8, 1908
Scott, David S.....	Coleman	609	Apr. 8, 1908
Smith, Fred	Coleman	610	Apr. 8, 1908
Simpson, Favod A.....	Macleod	622	Apr. 9, 1908
Sorensen, Willard	Leavitt	629	Apr. 9, 1908
Speight, Frank	Red Deer	637	Apr. 14, 1908
Sawatzky, Bernard P.	Didsbury	650	Apr. 15, 1908
Slater, Alfred	Medicine Hat	661	Apr. 27, 1908
Saunders, Wallace	Conjuring Creek	674	Apr. 27, 1908
Stearns, Harvey N.....	Innisfree	679	Apr. 27, 1908
Seconover, Frank	Content	688	May 1, 1908
Story, Hillard M.	Talbot	692	May 6, 1908
Stinson, Fred	Hastings Coulee	706	May 24, 1908
Svarich, And.	Vegreville	723	May 18, 1908
Snyder, Jacob F.	Magrath	749	Aug. 26, 1908
Sanborn, Francis A.....	Innisfail	758	Sept. 8, 1908
Stephen, J. G.	Edmonton	780	Sept. 18, 1908
Sheffield, David	Edmonton	821	Sept. 21, 1908
Shandro, Andrew S.	Shandro	822	Sept. 28, 1908
Stafford, Geo. F.....	Pincher Creek	858	Oct. 6, 1908
Steinhauer, Augustine	Saddle Lake	866	Oct. 27, 1908
Trimble, H. W.	Red Deer	195	Dec. 18, 1901
Townsend, R. C.	Canmore	314	Oct. 20, 1902
Turner, Leonard J.	Gleichen	469	Nov. 6, 1903
Perry, Peter	Okotoks	470	Nov. 6, 1903
Turnbull, Robt.	Strathcona	519	Apr. 8, 1904
Trussler, A. E.....	Highland Park	612	Sept. 27, 1904
Tennison, Jno. C.....	Leduc	722	Mar. 3, 1905
Trimbel, Clarence A.	Red Deer	782	Mar. 24, 1905
Tillapaugh, Jno.	Warrick	48	Sept. 23, 1905
Tanner, Wm. Jos.....	Raymond	15	Sept. 16, 1905
Thomas, A. I.	Frank	53	Oct. 31, 1905
Tabacchi, Stephen	Lethbridge	26	Sept. 16, 1905
Treasure, Sam	Claresholm	58	Dec. 19, 1905
Trimbley, Miles I.	Edmonton	73	Mar. 26, 1906
Taylor, David A.	Red Deer	162	July 7, 1906
Tufts, Josiah	Taber	187	Aug. 13, 1906
Turner, Ernest H.....	Warrick	214	Sept. 3, 1906
Thomson, Chas.	Red Deer	297	May 20, 1907
Towers, Fred J.....	Red Deer	299	May 20, 1907
Traub, Wm.	Didsbury	325	May 29, 1907
Telford, Earnest E.....	Vermilion	330	May 31, 1907
Tennant, Wm. J.....	Calgary	350	June 4, 1907
Thompson, Geo. A.....	Red Willow	374	June 7, 1907
Tiede, August	Stettler	375	June 7, 1907
Trussler, A. D.....	Strathcona	416	June 14, 1907
Thrum, Chas. W.....	High River	433	June 19, 1907

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued.			
Turner, Geo. H.	Taber	445	July 15, 1907
Tucker, Glines	Stavely	463	July 15, 1907
Tollestrup, Christian F.	Raymond	472	July 15, 1907
Thwaytes, Lancelot	Edmonton	497	Oct. 15, 1907
Twesley, Jas. S.	Carstairs	525	Oct. 24, 1907
Thompson, Thos. G.	Edmonton	589	Apr. 2, 1908
Terry, Frank A.	Strathcona	591	Apr. 2, 1908
Turnbull, W. N.	Penhold	634	Apr. 14, 1908
Taylor, Orrin O.	Harmattan	647	Apr. 14, 1908
Tidball, Wm. E.	Carstairs	651	Apr. 15, 1908
Taylor, Wm. L.	Killam	705	May 18, 1908
Throndson, Theo.	Camrose	714	May 18, 1908
Teardiff, Jos. E.	Fort Vermilion	743	Aug. 6, 1908
Toews, Cornelius F.	Stern	765	Sept. 11, 1908
Tronnes, Peter	Dorinlee	808	Sept. 2, 1908
Utas, Peter	Wetaskiwin	331	Feb. 13, 1908
Umbach, Wm.	Spruce Grove	357	May 13, 1908
Umbach, Jno. H.	Spruce Grove	67	Mar. 16, 1908
Urback, Albert F.	Calgary	258	Jan. 22, 1907
Umbach, Edgar A.	Spruce Grove	656	Apr. 22, 1908
Underwood, Harry A.	Emsbury	689	Mar. 1, 1908
Ullman, Albert	Granum	642	Oct. 2, 1908
Vogel, Wilhelm	Strathcona	22	Oct. 2, 1899
VanMeter, Chas. E.	Millet	212	Dec. 18, 1901
Vanacker, Louis	St. Albert	373	May 13, 1903
Vig, Oscar O.	Bentley	763	Mar. 24, 1905
Veeder, Robt. B.	Wetaskiwin	791	Mar. 27, 1905
VanSellick, Jacob	Edmonton	32	Sept. 16, 1905
Van Wegan, Louis	Raymond	42	Sept. 18, 1905
Vogel, Ferdinand	Strathcona	45	Sept. 18, 1905
Vig, Casper O.	Bentley	110	Apr. 25, 1906
Vaughan, Frank	Calgary	336	June 4, 1907
VanWinkle, Howard	High River	430	June 19, 1907
VanWinkle, Chester A.	High River	439	June 19, 1907
Venables, Wm.	Medicine Hat	482	Aug. 1, 1907
Veith, F. Wm.	Inga	490	Oct. 15, 1907
Vesseur, Moses	Sylvan Lake	511	Oct. 26, 1907
Vlasak, Rudolph	Wesington	539	Oct. 28, 1907
Vandburgh, Jas. N.	Calgary	587	Mar. 23, 1907
Vanyel, Chas.	Edmonton	597	Apr. 2, 1908
VanMeter, Jacob A.	Millet	823	Sept. 28, 1908
Witmer, Abram	Strathcona	29	Oct. 9, 1899
Wilson, Jas.	Calgary	65	July 19, 1900
Wulff, Nick	Edmonton	207	Dec. 18, 1901
Walker, Robt.	Edmonton	251	Aug. 18, 1902
Weder, Frank	Beaver Hills	462	Oct. 28, 1903
Wells, Chas.	Rosenroll	517	Apr. 18, 1904
Wardrop, Jno. L.	East Clover Bar	640	Oct. 15, 1904
Will, Louis	Bankhead	682	Jan. 3, 1905
Wilkinson, Richard	Olds	754	Mar. 24, 1905
Whitcotton, Robt. M.	Lacombe (duplicate)	164	July 14, 1906
Wilson, Wm. Jos.	Coleman	9	Sept. 16, 1905
Wallace, W. J.	Macleod	12	Sept. 16, 1905
Wood, Wm. F.	Tofield	44	Sept. 18, 1905
Whalen, Jas.	Edmonton	69	Mar. 1, 1906
Wetterberg, Theo	Tanmore	100	Apr. 20, 1906
Watts, Sam	Lacombe	103	Apr. 24, 1906

Schedule of Holders of Final Certificates of Qualification under
The Steam Boilers Act.—Continued.

Name	Address	No. of Cert.	Date of Issue
Third Class—Continued			
Werner, Wm. Fred	Red Deer	108	Apr. 24, 1906
Waymark, Richard T	Calgary	123	Apr. 30, 1906
Whitaker, Wm.	Edmonton	129	May 4, 1906
Walker, Robt. D	Strathcona	134	May 10, 1906
Wisler, Oliver P	Stettler	136	May 10, 1906
Webber, Alfred	Medicine Hat	168	Aug. 11, 1906
Wickens, J. A.	Caley	199	Aug. 13, 1906
Wright, Bruce M.	Calgary	205	July 30, 1906
Watters, Wm. E.	Strathcona	227	Sept. 20, 1906
Winn, Robt	Kneehill Valley	291	May 20, 1907
Wood, Rex. R	Carstairs	309	May 29, 1907
Wacker, Grover	Rawdonville	322	May 29, 1907
Wehster, Robt J	Marwayne	390	June 14, 1907
Walkermeyer, Wm	Heather Brae	396	June 14, 1907
Wilcox, Isaac A.	High River	423	June 19, 1907
Wilson, Arthicald	Brant	428	June 19, 1907
Wilderman, Raymond A	High River	437	June 19, 1907
Walters, Wm.	Claresholm	864	Oct. 24, 1908
Willcocks, Raymond A	Lethbridge	475	July 15, 1908
Watson, Walter J.	Claresholm	578	Mar. 23, 1908
White, Jack	Calgary	585	Mar. 23, 1908
Wright, Merrit B	Edmonton	593	Apr. 2, 1908
White, Geo T	Red Deer	639	Apr. 14, 1908
Williams, Frank T.	Crossfield	682	May 1, 1908
Winkleman, Julius	Leduc	711	May 18, 1908
Wibert, Chas.	Wetaskiwin	721	May 28, 1908
Walker, Preston	Lacombe	772	Sept. 14, 1908
Watson, P.	Edmonton	781	Sept. 18, 1908
Wentworth, Wm	Okotoks	806	Sept 22, 1908
Wilson, Bert M.	Nanton	843	Oct. 2, 1908
Wright, Leroy H.	Cardston	859	Oct. 6, 1908
Wilson, Chas. O.	Spring Coulee	863	Oct. 21, 1908
Young, Arthur	Banff	491	Mar. 14, 1904
Young, D. M.	Lethbridge	4	Sept. 16, 1905
Yeamans, Chas A	Edmonton	74	Mar. 26, 1906
Young, Jno T.	Stavelly	465	July 15, 1907
Young, Alvia L.	Markerville	643	Apr. 14, 1908
Young, David	Strathcona	786	Sept. 21, 1908
Zuehlke, F. C.	Urquhart	188	Dec. 18, 1901
Zimmerman, Otto	Red Lodge	756	Mar. 24, 1905

Accountant's Branch

Staff.....			
	1 Accountant		
	1 Assistant Accountant		
	5 Clerks		
	1 Stenographer		
Total amount available to carry on works until passing of the estimates.....	\$ 400,000.00		
Total amount voted for Public Works.....	1,110,500.00		
Special Warrants	135,000.00		
			\$1,645,500.00
Amount voted for Provincial Telephones.....	1,125,000.00		
Amount granted under special warrants	225,000.00		
			1,350,000.00
Total amount granted for all works			\$2,995,500.00
Total amount expended under Public Works.....	1,358,295.25		
Total amount expended for Provincial Telephones	1,380,219.28		
Total expenditure during 1908			\$2,738,514.53
Number of accounts examined, certified and passed to Treasury Department for payment	7,650		
Number of accounts for work done in large Local Improvement Districts and passed for payment	1,482		
Total number of accounts examined and passed for payment	9,132		
Number of cheques issued in payment of accounts in large Local Improvement Districts.....	5,986		
Amount collected as Departmental Revenue on account of Public Works and placed to the credit of General Revenue	\$ 26,357.93		
Amount collected on account of revenue arising from Provincial Telephones and placed to the credit of General Revenue	147,423.59		
Total amount of money collected and placed to the credit of General Revenue			\$ 173,781.52
Amount of monies collected by the Telephone Branch and placed to the credit of Telephone Revenue Suspense	126,862.95		
Amount of cash on hand December 31st as represented by cash book balance			4,773.72
Amount of cash collected by Public Works and placed to the credit of General Revenue Suspense	4,462.74		
Amount of cash on hand December 31st as represented by cash book balance			918.23
Amount received on account of large Local Improvement Districts and placed to the credit of Trust Account			73,317.08
Total amount dealt with through the books of the Department during the year 1908.....			\$2,991,305.13
Receipts	252,790.60		
Disbursements	2,738,514.53		
			\$2,991,305.13

Total amount expended on construction and maintenance of fireguards, public wells, ferries, ditches and drains, repairs to bridges, roads, construction of bridges and surveys during 1908 was \$744,224.98. Total amount spent in connection with inspection of coal mines and steam boilers amounted to \$15,330.07. The amount spent in connection with the construction of provincial buildings was \$478,908.75. The amount spent in connection with the caretaking and maintenance of provincial buildings was \$58,134.84. For purposes unforeseen and unprovided for \$7,026.58. For inspection of public works \$19,670.53 and under special warrant in connection with purchase of site for parliament buildings \$35,000.00. The total amount spent in connection with the Provincial Telephone System during 1908 amounted to \$1,380,219.28. The total amount expended on account of Large Local Improvement Districts amounted to \$235,020.21. The total amount expended on staff salaries in connection with the Public Works Department during the year amounted to \$43,046.68, and the amount expended for Departmental expenses amounted to \$8,121.99. The total amount expended in connection with the staff handling Large Local Improvement Trust Account during 1908 amounted to \$20,232.62, but of this amount \$4,517.17 was refunded from Educational Tax, Trust Account "D."

Correspondence Branch

Staff

1 Chief Clerk
1 Chief Correspondence Clerk
4 Clerks
1 Messenger

From the comparative statement below it will be seen that there has been a marked increase in the work of this branch.

	1906	1907	1908
Number of letters received	36,543	58,320	93,400
Number of returned letters and circulars	5,243	13,201	10,905
	41,786	71,521	104,305
Number of entries in cash book	7,045	12,966	18,590
Number of registered letters received . .	1,449	2,302	4,733
Amount of cash received	\$93,441 59	\$161,613 01	\$414,863 15
Number of letters sent	30,858	51,058	71,434
Number of receipts and tax certificates sent	11,209	13,189	20,539
Number of circulars sent	20,847	64,532	44,377
	62,914	128,779	136,400
Number of registered letters sent	1,691	3,432	7,200
Summary.			
Number of communications received . .	41,786	71,521	104,305
Number of communications sent	62,914	128,779	136,400
	104,700	200,300	240,705
Average number handled daily	349	668	802

In view of the large increase in the amount of cash received on account of telephones and other revenue, the time of one clerk has been practically taken up handling the cash, and the time of another clerk is practically taken up collecting mail from the various branches and dispatching it, also filing shannons.

The increase in postage is alone an evidence of the increase of work in this branch the postage in 1907 amounting to \$1,844.92, and for the year 1908, \$2,921 50.

Telephone Branch

Edmonton, February 24th, 1909.

JOHN STOCKS, ESQ.,
Deputy Minister of Public Works,
 Edmonton, Alta.

Sir:

I have the honor herewith to submit for your information a brief outline of the work of the Telephone Branch during the past year, together with some remarks and forecasts regarding the work of 1909.

In submitting this report I would point out that inasmuch as my association with the Telephone Branch was in the capacity of engineer, my attention was largely taken up with construction work and consequently my remarks regarding the past year's operation are those that occur to me through a superficial knowledge during the year, and from an intimate acquaintance with the conditions existing at the close of the year.

I have deemed it advisable to render this report under the headings, viz: "Construction," "Operation," "General."

Construction.

On assuming charge of the work in April 1908, I found a very large programme of work proposed. The matter of preparing plans and specifications was given first attention and complete drawings and specifications of works and standard material were prepared.

Below is a statement showing the principal works undertaken by the Construction Branch during the year. These were carried through satisfactorily, and put in operation.

The total mileage of pole line erected, apart from the growth of exchanges, is 884½ miles, made up as follows:

Namoo to Pembina	50	miles
Namoo-Bon Accord	41	"
Edmonton-North	68	"
Strathcona-East	7½	"
Strathcona-South	7	"
Wabamun-Lac Ste. Anne	8½	"
Warwick-Brosseau-Shandro	51	"
Vermilion East and West	11½	"
Wetaskiwin-Huard Lake	11½	"
Rosenroll-Camrose-Bittern Lake	15	"
Rosenroll-New Norway-Highland Park	48	"
Wetaskiwin-Angusridge-Lewisville	38	"
Lewisville-Asker	41	"
Bawlf-Ferry Point	25	"
Daysland-Spring Lake	10½	"
Daysland-Sedgewick	30½	"
Ponoka-Asker	27	"
Lacombe-Canyon	10	"
Lacombe-North	13	"

Pole Lines Erected—Continued

	Miles
Alix-Lamerton	13 "
Erskine-Buffalo Lake	14 "
Red Deer-Edwell	42 "
Edwell-Pine Lake	12 "
Innisfail-Markerville	24 "
Penhold-Edwell	18½ "
Vegreville-West	7 "
Innisfail-Lakeview	78 "
Didsbury-Neapolis-Sunnyslope	31 "
Olds-Reeds Ranch	30 "
Olds-Mayton-Trochu Valley	18 "
Calgary-Sarcee Indian Reserve	9 "
Lethbridge-Taber	35 "
Lethbridge-Coaldale	
Macleod-Lethbridge	39 "

In addition to the above 47 toll stations were opened and the following exchanges built:

	Capacity
Strathcona, Automatic	500
Edmonton, Automatic (P.B.X. and Toll Board)....	200
Stettler, Manual Magneto	100
Taber, Manual Magneto	100
Stony Plain, Manual Magneto	25
Bawlf, Manual Magneto	50
Lamont, Manual Magneto and Party Line.....	15
Leduc, Manual Magneto and Party Line (reconstruction)	100

In connection with the trunking between Edmonton and Strathcona it was necessary to erect a 50 pair, 19 guage cable between the two cities and this was accomplished by erecting a 900-foot span across the river, which is as far as I have been able to ascertain, the longest span of its kind on record.

The city of Strathcona having requested the government to establish a system in that city, and further requesting that the exchange be of the same automatic type as that employed in Edmonton, it was thought advisable to favorably consider the request in order that at first hand the automatic system might be given a practical trial, with a view to ascertaining the advisability or otherwise of adopting the system throughout the Province. The service being given by the system is satisfactory and gives promise of continuing to be so; but as the plant has only been in service since July 1908, it is not possible at this time to pass judgement on the broader question of general application throughout our system.

In the early part of the year it was apparent that owing to the great increase in the system and to the large program of work under way, the method of handling our stores and material left a great deal to be desired and it was decided, therefore, to organize a Stores Branch to handle this part of the work; this has been done and is resulting in greatly improved conditions, both as regards the handling of material and the disposition of charges consequent upon the distribution of material throughout the system.

Operation.

As regards the operation or what is deemed the "Business End" of our system it is noticeable that in the first nine months after the purchase of the Bell System, our toll business has increased from \$5,771.89 in April to \$8,368.00 in December, or an increase of practically 45 per cent. This is the more remarkable when it is

remembered that other things being equal in the month of April more Long Distance business is done than in December.

During the year 1909 I expect to see a greater increase than this in our toll business and a still greater increase in exchange business.

There are now in operation in the Province 1842 miles of Long Distance lines; 724 miles of rural lines, and 75 toll stations in addition to 46 exchanges, also having toll line connection, and giving service to 4,863 subscribers.

It is a matter of gratification to know that we are now in a position to enable our patrons to carry on conversation over an "all copper" line some 600 miles in length, and at a cost admitted to be lower than is charged on any other system for a similar service.

The service to the patrons and the public generally is conceded to be good in every respect and this is a matter that reflects great credit on our workers in the field, more especially when you consider that of the 121 offices doing business, 113, or all but eight offices, are conducted by agents working on commission.

General.

The following statements cover the revenue and expenditures for the past year, and indicate very clearly the fact that the first State Telephone System in Canada has made very rapid growth in the three years of its existence.

Expenditure, 1908

Lines and exchanges purchased	\$ 689,856.94
Lines and exchanges constructed	195,026.80
Stock taken over from Bell Telephone Co.	38,459.03
Stock purchased	72,487.61
Expenses, maintenance and operation	100,090.11
	\$1,095,920.49

Revenue, 1908

Transferred from Suspense Acct. to Revenue....	\$ 115,816.19
Still in Suspense Acct., December 31st.....	4,773.72
Earnings outstanding	11,738.26
Sale of material	621.69
	\$132,849.86

The following is an estimate of the earning capacity of our system, based upon the actual receipts for December 1908 (December is not the banner month of the year):

Exchange rentals	\$114,007.00
Rural line rentals	8,445.00
Toll rentals	89,723.00
	\$212,175.00

During the year a system larger than our own was acquired and some confusion has been experienced, due to the fact that it was not found possible to standardize methods and details without considerable delay.

Owing to the fact that the organization of the system at the time of the Bell purchase was not adapted to the larger field after the purchase, and inasmuch as the Bell organization was not adapted to the needs of Government system, it required the evolution of a new organization to meet the changed circumstances. This organiza-

tion has gone ahead rather slowly owing to the desire to prove each step before launching out on other departures. The results so far obtained, however, are gratifying and point to the time in the not far distant future when I hope to have an organization capable of handling our business with complete satisfaction; this point, however, can only be reached by patient and personal attention to the greater majority of our staff of employees, due to the fact that the finished product which we require is not to be obtained in the West as easily as experienced men in other lines of business.

At the present time there are profitable avenues of research both in the Engineering and Operating Branches that cannot be followed for some time at least; for the reason that until our organization is more mature such an amount of detail work falls to be done by those best fitted to undertake the research that time does not permit of attention to work that is not actually forcing itself to the front.

Consequent upon the large amount of work falling to be dealt with during the year, it was found necessary to provide office accommodation for the additional staff required and a certain portion of the Hudson Bay Company's warehouse was used for that purpose. The accommodation so provided, however, still leaves much to be desired as the staff is now widely separated and in some instances too crowded for good results.

Owing to the fact that we will have to face considerable increase in our staff, as a result of the increase in business, I would strongly urge upon you, sir, the necessity of centralizing our staff in more commodious quarters.

In closing these remarks I would like to state that it is only through loyal and enthusiastic support from those employed in the system that the management can hope to maintain the stand that has been taken, namely, that a state owned telephone system can and therefore should result in the most perfect service to be obtained at the least possible cost to the patrons. This condition of energetic loyalty can only be maintained by the conduct of our system as a business concern and by the impartial treatment and the above mentioned enthusiastic support from senior officials to those in subordinate positions.

All of which is respectfully submitted,

I have the honor to be, sir,

Your obedient servant,

A. HIGMAN,
Manager and Engineer,
Govt. Telephone System.

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